

PO. SUMMER WEAR.
LUSTRES
Cream Colour
\$12.00
per piece of 30 yards.
ALSO VARIOUS QUALITIES
KHAKI
DRILL.
ALEX. ROSS & Co.,
4, Des Voeux Street, Central.

Hongkong Daily Press.

ESTABLISHED 1867.

Registered as a Newspaper at the General
Post Office in the United Kingdom

**Bovril develops
big reserves of
strength**

IT MUST BE BOVRIL

BRITISH TO
THE BACKBONE

[402-3]

No. 17,786.

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日一初月四年卯乙

HONGKONG, FRIDAY, MAY 14TH, 1915.

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號四十月五年四國民華中

PRICE, \$3 PER MONTH.

THE HOME MAILS.

TO ARRIVE.
May 14th.—The American mail, per s.s. Numa.
May 16th.—Europe (via Siberia), per s.s. Yungchow.
May 17th.—Europe (via Negapatam), per s.s. Kotsang.
TO DEPART.
May 14th.—Europe (via Siberia), at 1 p.m., per s.s. Seattle Maru.
May 14th.—Formosa (via Keelung, Shanghai, North China, Japan (via Moji, Victoria, B.C., Seattle, and United Kingdom (via Canada), at 1 p.m., per s.s. Seattle Maru.
May 15th.—Straits, Burmah, Ceylon, India, Aden, Egypt and Europe, at noon, per s.s. NERA.
May 15th.—Europe (via Siberia), at 4 p.m., per s.s. Kanchow.
May 16th.—Europe (via Siberia), at 3 p.m., per s.s. Kanchow.
May 18th.—Formosa (via Keelung, Shanghai, North China, Japan (via Moji, Victoria, B.C., Seattle, and United Kingdom (via Canada), at 3 p.m., per s.s. Ara Maru.
May 20th.—Straits, Ceylon, Port Said, Marseilles and United Kingdom, at 10 a.m., per s.s. Kiyano Maru.
May 21st.—Straits, Burmah, Ceylon, Aden, Egypt and Europe, at 11 a.m., per s.s. NEDIA.
S.S.—For further returns and for Mails to and from the Coast Ports, Manila, Siam, etc., see the Post Office Notice on the last page of this issue.

INTIMATIONS

GREEN ISLAND CEMENT COMPANY.
PORTLAND CEMENT.
In Casks 875 lbs. net.
In Bags 250 lbs. net.
SHEWAN TOMES & CO.,
General Managers.
Hongkong, 9th December, 1914. [57]

MITSU BISHI GOSHI KWAISHA.
(MITSU BISHI CO.)
COAL DEPARTMENT
SOLE PROPRIETORS OF TAKASIMA,
OCHI, MUTABE, YOSHINOTANI,
NANAZUTA, SAYO, SHINNEW,
AND KAMIYAMADA Collieries.
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For Particulars, apply to—
K. KATO,
Manager,
No. 2 Polder Street, Hongkong.
Hongkong, 24th April, 1914. [54]

PEAK TRAMWAY COMPANY.
LIMITED.
TIME TABLE.
WEEK DAYS.
7.00 a.m. to 8.00 a.m. Every 15 minutes.
8.00 " " 10.00 " " 15 " "
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COUNCIL.

A meeting of the Hongkong Legislative Council was held yesterday at the Council Chamber.

The following were present:—
His Excellency the GOVERNOR, Sir FRANCIS HENRY MAY, K.C.M.G.
His Excellency MAJOR-GENERAL F. H. KELLY, C.B. (General Officer Commanding Troops).Hon. Mr. CLAUD SEVERN (Colonial Secretary).
Hon. Mr. J. H. KEMP (Attorney-General).
Hon. Mr. A. M. THOMSON (Colonial Treasurer).
Hon. Mr. W. CHATHAM, C.M.G. (Director of Public Works).
Hon. Mr. C. McI. MESSER (Captain Superintendent of Police).
Hon. Mr. W. YUK, C.M.G.
Hon. Mr. E. A. HEWITT, C.M.G.
Hon. Mr. H. E. POLLOCK, K.C.
Hon. Mr. D. LANDALE.
Hon. Mr. E. SHELLIM.
Hon. Mr. LAU CHU PAI.
Mr. A. G. M. FLETCHER (Clerk of Council).

MINUTES.

The minutes of the previous meeting were confirmed.

FINANCIAL MINUTES.

The Colonial Secretary, by command of His Excellency the Governor, laid on the table Financial Minutes Nos. 12 to 16, and moved that they be referred to the Finance Committee.

The Colonial Treasurer seconded, and the motion was agreed to.

The Colonial Secretary, by command of His Excellency the Governor, laid on the table the report of the Finance Committee held on May 6th, and moved that it be adopted.

The Colonial Treasurer seconded, and the motion was agreed to.

PAPERS.

The Colonial Secretary, by command of His Excellency the Governor, laid on the table the annual report of the Kowloon-Canton Railway (British Section), for 1914, and also the report of the Royal Observatory for the year 1914.

ADDITIONAL CEMETERY BYE-LAW.

The Colonial Secretary moved that there shall be added to the Cemetery By-laws published on pages 11 to 13 of the "Regulations of Hongkong, 1914," as amended by the Legislative Council on the 1st day of January, 1915, and published in the Gazette on the 2nd, January, forgoing by-laws shall not apply to the Chinese Permanent Cemetery at "Aberdeen."

APPROPRIATION.

The Colonial Secretary moved the second reading of the Bill intitled, "An Ordinance to authorize the appropriation of a supplementary sum of \$787,592.26, to defray the charges of the year 1914." In doing so he said:—Sir, the bulk of the expenditure to be incurred in this Bill arises from three causes. The first is the change of policy in regard to the demonetising of subsidiary coinage, which I'd to an increase in the amount voted of nearly \$420,000. Secondly, there was the outbreak of war. The extra expenditure on account of war was altogether over \$200,000. There is about \$70,000 for miscellaneous expenses, \$98,000 odd for the Prince of Wales' Fund, and also increases under the heads of Printing and Telegrams and Volunteer Votes. The sums in these items, Printing, Telegrams and Volunteer Votes, amounted to about \$23,000 up to the end of the year. Thirdly, there is a sum of \$50,000 for the West River Relief Fund. The only other sums of any size which are not provided in the estimates were under the headings of Police, \$12,000 odd for the passages of Police and bonuses in lieu of passages, \$6,000 for Secret Service, \$15,000 for a new Police launch, and under the Sanitary Board \$7,200 for a new towing barge to take the place of one which was lost in the typhoon of September, 1913. When the estimates were drawn up it had not been decided in what way the loss should be replaced. Under the heading of Public Works Recurrent there is an amount of \$13,572 which was incurred in connection with the maintenance of buildings owing to the great increase in the contract prices of the previous year which was unforeseen when the estimates were prepared. The extra sum of \$45,051 was spent in the maintenance of roads and bridges in the city. This increase is due to the change of policy adopted after the passing of the estimates which led to the use of improved surfacing materials. There is also an advance in the contract price. An extra sum of \$15,055 was expended in the purchase of coal on the outbreak of war. That will lead to a reduced expenditure later on. Under Public Works Extraordinary the award of the arbitrator and architect's fees for completing the payments in connection with the new Law Courts amounted to \$21,693. Had it not been for the change of policy as regards the demonetising the sub. coin, and also the war, the amount to be provided in this Bill, Sir, would have been small compared with previous years. But large as the sum

is, there is a saving on other votes amounting to nearly as much, namely, \$746,403. These items are \$11,000 odd for the Secretariat, saving on the establishment, \$53,136 in the Import and Exports office, where certain expenditure was not incurred, on page 10, and \$401,205 under Public Works Extraordinary, where a number of items were not carried out. In the Post Office the saving was \$66,774, and under the heading Public Debt \$33,042. I beg to move, Sir, the second reading.

THE COLONIAL TREASURER seconded.

The Hon. Mr. HEWITT.—Sir, as we all know, we are called upon every year to pass a supplementary vote for the expenditure of this Colony. We all realise that under the abnormal conditions under which we are living a great many of the items have been increased. As possibly some have been decreased. As to the attitude which the Government now takes up to meet existing conditions, there is only one item in the Bill before us to which I propose to refer, and that is the expenditure of \$80,000.13 Public Works Recurrent. The Colonial Secretary referred to two or three of these items briefly, and he dragged, what seemed to me to be, a red herring across the path when he mentioned the item of \$21,693 for Public Works Extraordinary, which did not come into the vote at all, because that particular vote applied only to Public Works Recurrent. The point to emphasise is one which I have brought before the Council on more occasions than one. I think a more closely calculated estimate should be put before us at the time of the annual Budget for Public Works Recurrent. Nearly all that increase of \$80,000 odd was made up by maintenance of buildings, maintenance of roads and bridges, maintenance of city and hill district and so on. While it is admitted that the last item referred to is due to a larger stock of coal being laid in, I cannot suppose that the bulk of \$16,000 would be accounted for by coal; the Government surely does not lay in such large stocks of coal as that. Another item is maintenance of roads and bridges \$7,000, and so it goes on. Then there are increases in prices of 20, 25, and 28 per cent. and so on. Surely the Public Works Department ought to be able to draw up their estimates closer than this, and to be so much in touch with what is going on in the Colony that there should not be such an excessive amount asked for in the supplementary vote? That is the only point I wish to make. I realise the difficulties of making estimates in advance, but we as businessmen have all got to do that, and it depends upon whether the estimates are correct or incorrect whether we are going to have a profitable year or finish up in the Bankruptcy Court.

The Director of Public Works.—With regard to the question of estimating raised by the hon. member opposite, it is impossible for me to forecast what tenders will be received for the execution of such a number of works. I can only say for anyone to be able to anticipate them. In the case, for instance, of the maintenance of buildings, if the hon. member opposite will look at page 43 of the details supplied he will see that the excess was \$14,000, while on \$61,000, the amount estimated to be spent, an increase of 21 per cent. in the contract prices amounts to \$12,000, so that there was a margin of about \$2,000 that was in excess of the estimate, assuming that the contract had been obtained at the same price as previous years. In the case of roads and bridges, the 23 per cent. represents a sum of roughly \$16,000, and as the Colonial Secretary has informed the hon. member, a great alteration has been made in the introduction of an improved method of surfacing roads. That has been the subject of much comment in past years, the inefficient way in which roads were treated, and I presume that members are better pleased and satisfied with the method now being adopted. Certainly the roads, many of them, are in a very much improved condition, and the damages suffered by the roads from rain storms and typhoons are very much less under the system which has been adopted. So that whilst there is an extra expenditure under the heading Roads and Bridges, there is a vast decrease in the damages by rain storms. In the case of the item for the maintenance of water-works, etc., there was a large stock of coal laid in. I am unable to quote figures because I was not here at the time, but the quantity was very substantial and the amount involved was also very substantial. I think, Sir, that is all I have to say in reply to the hon. member opposite.

The Colonial Secretary.—With regard to the point made by the hon. member as to the balance of \$96,109 required for Public Works Recurrent, that was taken into consideration in drawing up the estimates for the current year, and it is not expected that there will be any such sum, or any sum, required. The provision which has been made is expected to cover the whole of the half-year. With regard to the coal, the amount spent was not what was put down; there was something like 1,500 tons of coal laid in; it is stored, at Tytan Tuk.

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The other. The object of the Trading with the Enemy Ordinance is to prevent trade with enemy territory, including in the word "trade" the payment of money to persons in enemy territory. The line is further drawn between the Trading with the Enemy Ordinance and this Bill, between persons carrying on business or resident in enemy territory on the one hand, and persons resident or carrying on business outside enemy territory on the other hand. I mention this, Sir, because the word "enemy" is used in the two sets of Ordinances in a different sense, and unless the distinction is borne in mind some confusion is liable to be caused. "Enemy" in the Trading with the Enemy Ordinance means persons of enemy nationality, "Enemy" in this Bill, and in the principal Ordinance (Trading with the Enemy Ordinance) means, broadly speaking, persons carrying on business or resident in enemy territory, so that transactions prohibited in this Bill, Sir, are transactions by or on behalf of persons in enemy territory. The second Clause of the Bill simply applies to the war with Turkey; the provisions have already been applied to the case of Germany and Austria-Hungary. Clauses 3 and 4 deal with certain transfers of different forms of property by or on behalf of alien enemies in the service of persons in enemy territory. The first part of Clause 3 deals with the invalidity of any assignments of debts or other choses in action such as shares, and, shortly, the effect of that Clause is that such transfers are valid provided they were made before the war or by leave of the Governor or in good faith and for value consideration before 8th May, 1915, that is the day following the day on which this Bill, Sir, was first published in the Gazette. The second part of the Clause deals with special cases of bills of exchange and promissory notes, and transfers of these made by or on behalf of enemies are valid only before the war or if made in good faith and for value before the 8th May, 1915. Clause 4 deals with special cases of shares in Companies, and the transfer of shares in Companies by or on behalf of an enemy are declared to be invalid if made after the passing of this Ordinance unless leave has been given by the Governor for the transaction to be carried through. Persons who pay debts or give up property, or register transfers which are prohibited and rendered invalid by this Ordinance will be committing offences against the principle of this Ordinance, and will be liable to punishment accordingly. Clause 5, Sir, is an attempt to make it quite clear that in addition to the actual offence of trading with the enemy it is also an offence to attempt, by any means whatsoever, direct or indirect, or to incite by any means, any person to commit the offence of trading with the enemy. The offence of trading with the enemy is clearly declared to be offences. Clause 6 deals with more or less technical points, and provides that any person who is obliged to give information to an Inspector under the principal Ordinance to make a search that the information he gives may be used afterwards in evidence against him. Clause 7, Sir, gives you power to appoint a supervisor of any business in any case where you may think it is advisable. I beg to move the second reading.

The Colonial Secretary.—With regard to the point made by the hon. member as to the balance of \$96,109 required for Public Works Recurrent, that was taken into consideration in drawing up the estimates for the current year, and it is not expected that there will be any such sum, or any sum, required. The provision which has been made is expected to cover the whole of the half-year. With regard to the coal, the amount spent was not what was put down; there was something like 1,500 tons of coal laid in; it is stored, at Tytan Tuk.

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FINANCE COMMITTEE.

A meeting of the Finance Committee followed, the Colonial Secretary presiding.

APPROPRIATION FOR 1914.

The Appropriation Bill for 1914, referred to in the Council meeting, was passed.

The Hon. Mr. HEWITT.—The Director of Public Works made an explanation with regard to the Government laying in certain stocks of coal. Well, all I can say is that to lay in a stock of 1,500 tons seems an unnecessary waste of money. All of us who have to purchase coal know perfectly well that coal was at a panic price for a few days, but after that the price remained stationary. It does seem to me to be a waste of money to lay in a stock like that.

The CHAIRMAN.—I do not think it was done with a view to purchasing it.

The Hon. Mr. HEWITT.—Well, it does seem a serious waste.

The CHAIRMAN.—It was not bought at a high price.

The Director of Public Works.—It was bought at contract price.

Hon. Mr. HEWITT.—Well, you could have bought it when you wanted it at contract price. Now you have to store it, and pay for storage and fire insurance and all that sort of thing.

The Director of Public Works.—It does not cost any money to store it.

Hon. Mr. HEWITT.—I should like to refer to the remarks of the Director of Public Works with regard to the maintenance of roads, and bridges, and so on. I would like to suggest, in regard to the reducing of expenditure, that he should not undertake any serious repair of roads at the commencement of the wet season.

At present, important roads are opened up and are all liable to suffer from torrential rains. I cannot see why this sort of work was not done before. There are several spots in the town at this moment where a great deal of work was wasted last week because it was undertaken at this time of the year. Why was it not undertaken two or three months ago, when there were long spells of fine weather? I do not often have the opportunity of criticising the waste of money by the Public Works Department in this Colony, but it is a point I want to press home to the Government. Apparently it does not matter to the hon. member opposite (the Director of Public Works) because he does not take any notice of anything that is said to him.

The Director of Public Works.—You have to undertake this work as it is required. I can imagine that the Department would come in for very severe criticism if it adopted the methods which my hon. friend opposite thinks it should adopt.

Hon. Mr. HEWITT.—I trust my remarks will appear in *Illustrated* in full, and not be deleted.

MISCELLANEOUS SERVICES.

The Governor recommended the Council to vote a sum of five thousand five hundred and eighty-five dollars in aid of the following votes:—

Printing and Binding Regulations of Hongkong, New Edition £1,085

Remuneration to Mr. P. M. Hodgson for the preparation of the Regulations of Hongkong, New Edition

Total \$1,585

The CHAIRMAN.—This is an item in connection with the new editions of the Regulations of Hongkong.

The vote was approved.

MILITARY EXPENDITURE.

The Governor recommended the Council to vote a sum of four thousand two hundred dollars in aid of the vote Military Expenditure, B.—Volunteers, Other Charges, Volunteer Reserve, Uniform.

The CHAIRMAN.—The chief item which goes to make up this sum are uniforms for the Reserve, and the estimate is expected to cover all the cost of new members joining up to the end of this year. At present the amount we have incurred is \$2,700.

BONUS.

The Governor recommended the Council to vote a sum of five hundred dollars in aid of the vote Miscellaneous Services, bonus to Mr. E. H. d'Aquino.

The CHAIRMAN.—This is brought forward as a special vote to Mr. E. H. d'Aquino in consideration of his 55 years' faithful service in the Government of Hongkong.

Hon. Mr. HEWITT.—I am sure, Sir, the unofficial members most cordially endorse that vote.

The CHAIRMAN.—Thank you.

PUBLIC WORKS.

The Governor recommended the Council to vote a sum of five thousand dollars in aid of the vote Public Works: Extraordinary, Kowloon, Communications, Roads, General Works.

The CHAIRMAN.—I explained to the hon. members just now that it is not expected to have any excess under Public Works Recurrent during the present year, as ample provisions have been made. This supplementary vote is to enable certain kerbing and channelling to be done in connection with the erection of buildings in Kowloon. The number of houses recently erected in Kowloon has made more extensive works necessary, then was contemplated when the estimates were drawn up. The ordinary procedure is that when a building is completed footpaths and channels are placed in front of them, and they are put in a proper order, or otherwise insanitary conditions arise.

The vote was agreed to.

FOR CHARITY.

The Governor recommended the Council to vote a sum of five hundred and sixty dollars in aid of the vote Charitable Services, Passages and Relief of Destitute.

The CHAIRMAN.—This vote is very severely taxed during the war. We get various people sent on here from various places, and it is impossible to allow them to stay in Hongkong, and the only thing we can do is to take the first opportunity of sending them to England if necessary, or to some other suitable place. I am afraid that it is impossible to forecast what will be required.

The vote was agreed to.

CORRESPONDENCE.

A SUGGESTION.

[TO THE EDITOR OF THE "HONGKONG DAILY PRESS."]

Sir,—Most old residents and not a few new ones regard with unqualified approval the strides that have been made in beautifying this little island of ours during the past two or three years. I refer more particularly to the planting of beautiful flowering trees in place of the common elm, banyan and fir and to the laying out of small pieces of waste land here and there with palms and ornamental shrubs. To those who remember the time, not so long distant, when it was impossible to obtain beautiful trees (seedlings) from the Public Gardens either by exchange or for money on the ground that the rarity of the trees would be imperilled and (awful thought!) their beauty might become so common that no one would journey to the Gardens to see them in flower, the change is indeed welcome.

As a Volunteer and also a member of the Club my duties and pleasures often take me past the plot of ground which has been given the title of "the finest site." On each occasion I cannot help wondering why the powers that be have stopped the avenue of that beautiful tree "Bauhinia variegata" just short of this site. Why not have continued it to the corner of the road bounding the club on its west frontage and cut down the solitary common elm in the middle of the road? This Bauhinia does not grow to a great height and would not obscure the Law Courts from the water front (two elms or banyans planted in the middle of the road would do this far more effectually), and if the sole reason for not continuing the avenue is that "the finest site" may be built on some day, then what becomes of the ornamental trees and shrubs already planted on the finest site itself?

I am hoping this may catch the eye of Sir Henry May who has already done much by his personal influence to beautify the roads, hillside and vacant spaces.

—Yours truly,

LINNAEUS.

THE PRESIDENT OF THE U.S.A. AND GERMAN OUTRAGES.

[TO THE EDITOR OF THE "HONGKONG DAILY PRESS."]

Sir,—The year 1912, when Mr. Woodrow Wilson was elected President of the United States, marked the beginning of America's effeminate policy in the world. We have heard from America eternal talk of peace—peace with all the nations of the world, peace at the cost of America's good name.

We do not at all believe that America is a nation of pusillanimous nincompoops, but if the people allow themselves to be led along by the "tango-dancing" policy of President Wilson, we shall find this nation soon at the mercy of every other.

Of course, we all believe in peace, but there is such a thing as honourable peace, and the reverse. It may be romantic to speak about suffering, it may be elevating as a political sentiment; but when a nation has some of its members murdered by a monster, and then talks of peace, it must be "dishonourable peace."

We quite understand that it is hard to raise our arm and kill a man, but we ask: Is it hard to kill a monster?

President Wilson thinks of keeping peace for humanity's sake, but it will be against humanity if America does not at once lead other neutrals into an armed protest against the marauding excursions of the accursed Huns. It is now time that the American people raised their voice, and forced their President to adopt a more sturdy policy. Tango-dancing is good, when the whole world is at peace, but when half the world is at war it is wilful connivance at murder to continue dancing and to allow even American people to be murdered.

That America has allowed the happy policy of Japan to run its course in China without protest is an indelible blemish on her good name. It is, very doubtful, if the European nations were not at war, whether Japan would have ventured to adopt such an attitude, but Japan knows America, and especially President Wilson.

President Wilson went golfing and motoring "at the moment when America and the other neutrals were plunged in mourning." There are no words to describe one's sentiments at this; it is disgusting; it is detestable to the human conscience.

The New York World says "that President Wilson's speech does not respond to the feelings of the people, but those were not his last words." No, they may not be the last words of President Wilson, but we may be sure that they will not be the last words of the American people.

—Yours, etc.,

J. X. B.

HALF A CENTURY OF FAITHFUL SERVICE.

PRESENTATION TO AN OLD GOVERNMENT SERVANT.

At the Legislative Council Chamber yesterday, H.E. the Governor presented Mr. E. H. d'Aquino, I.S.O., with a marble clock, with bronze plaque and pillars, along with a cheque for \$500, in recognition of the completion by the latter of fifty years of faithful service in the employ of the Hongkong Government.

Among those present at the ceremony were H.E. Major-General F. H. Kelly, C.B., the Hon. Mr. Claud Severn, the Hon. Sir C. P. Chater, C.M.G., Hon. Mr. J. H. Kemp, Hon. Mr. E. A. Hewitt, C.M.G., Hon. Mr. A. M. Thomson, Hon. Mr. W. Chatham, C.M.G., and Messrs. P. M. Hodgson and H. A. Nibbel.

The clock bore the following inscription on a gold slab: "Presented to Eusebio Honorable d'Aquino, I.S.O., by the Government of Hongkong in recognition of fifty years' faithful service from 1864 to 1914."

H.E. the Governor, in making the presentation, said that in October, 1864, he thought it was, Mr. d'Aquino entered the Public Service as a clerk in the Post Office, and not long after that he was transferred to the Treasury and he had been working in that department ever since. His Excellency, himself, had charge of that department at one time and he could testify to Mr. d'Aquino's loyal, industrious, and devoted service. In 1911 his exceptional services were brought to the notice of the Secretary of State for the Colonies, and he was honoured by the distinction of being made a Member of the Imperial Service Order, the Order

which he was wearing. In October last, he completed fifty years' service, and that was the longest service that any individual member had completed in the service of this Colony. With the Secretary of State's approval, and the unanimous approval of the Civil Service, and he had no doubt, of the whole of the community, the Hongkong Government would like to recognise his fiftieth anniversary of public service here, by giving him the small donation of \$500 and also asking him to accept this slight memento (the marble clock) of the occasion. His Excellency hoped that little clock would strike many more hours for many more years during which Mr. d'Aquino would be a member of the Hongkong Public Service. (Applause.)

Mr. d'Aquino returned thanks to His Excellency for his very kind expressions of goodwill, and also thanked him for the souvenir.

His Excellency said he would like to add that it gave him special pleasure to have spoken as he had done concerning a member of the Portuguese community. That community had contributed to the ranks of the service many very able members. We never forget that here in Hongkong we owe a good deal to the help and loyalty of the members of the Portuguese community. (Applause.)

TYPHOONS.

A WARNING BY THE OBSERVATORY DIRECTOR.

Mr. F. F. Claxton, Director of the Royal Observatory, says in the course of his annual report for 1914:—

Six typhoons passed within 300 miles of Hongkong during the year, but no destructive winds were experienced. The greatest wind velocities were at the rate of 55.4 m.p.h. at 4h. 10m. a.m. on July 9th, and 47.8 m.p.h. at 5h. 52m. a.m. on September 3rd. The tracks of 16 typhoons and 6 of the more important depressions which occurred in the Far East in 1914 are shown in two plates in the monthly Meteorological Bulletin for December, 1914.

From August 19 to September 5th there was a shallow depression over the China Sea in which a series of typhoons formed. One passed about 100 miles to the south of Hongkong on an E.N.E. track on August 24th, remaining nearly stationary on the 25th and 26th, at a distance of about 120 miles E. by S. of Hongkong. It appeared at the time, from the available information, that this typhoon formed to the West of the Bashi Channel and moved North-westward.

A typhoon formed over the Bashi Islands on the morning of September 19th, and after moving towards the Pescadores for about 24 hours, curved sharply to the South-west and approached to within 130 miles of Hongkong on the morning of the 21st, when it curved to Northward. From the information to hand it was thought that this typhoon had entered the coast near Amoy and filled up on the afternoon of September 20th.

These two typhoons emphasize the fact that until weather reports can be obtained promptly from such stations as Peking, Changhai, Point Sataw, Kwong Chiu Wan, and the south point of Hainan, a repetition of the 1906 typhoon disaster may confidently be expected, sooner or later.

In addition to meteorological registers kept at about 40 stations in China, meteorological logs were received by the Hongkong Observatory last year from 308 ships operating in the Far East. These logs, representing 17,011 days' observations, have been utilised for determining typhoon tracks. The corresponding figures for the year 1912 were 290 and 18,006. During the year more than 2,000 comparisons of ships' barometers have been made by means of observations taken when in harbour, and several direct comparisons of barometers for ship masters and various persons in the Colony.

OVER-SEAS AIRCRAFT FUND.

SUBSCRIPTION LIST NO. 1.

H.E. Sir Henry May, K.C.M.G.	50
Commander C. W. Beckwith, R.N.	25
Mr. D. Jaffé	50
Mr. J. T. Douglas	50
Messrs. Jardine, Matheson & Co. Limited	1,000
Messrs. David Sassoon & Co. Ltd.	1,000
Messrs. Butterfield & Swire	1,000
Messrs. Reiss & Co.	1,000
Messrs. Gilman & Co.	500
Mr. Lau In Chung	250
Mr. Lau Tak Po	500
Canton Insurance Office, Ltd.	2,000
Sir C. P. Chater, C.M.G.	500
Messrs. Gibb, Livingstone & Co.	250
Messrs. E. D. Sassoon & Co.	2,000
Mr. Ellis Kadoorie	500
Mr. N. J. Stubb	2,000
Union Insurance Society of Canton, Limited	2,000
A small contributor, who hopes the Community of Hongkong will provide an aeroplane to help avenge many cowardly acts	10
Hongkong and Shanghai Banking Corporation	2,000
	\$16,110

N. J. STABB,
Hon. Treasurer.

Hongkong, 13th May, 1915.

The total amount required to provide an armed aeroplane on behalf of the Colony is about \$25,000—so further subscriptions will be acceptable.

Extract from *Over-Sea Appeal to the Peoples of the Empire*:

The latest type of Vickers' Gun-plane, complete with gun, is £2,250, and these machines are the latest word in aircraft, and can be obtained for immediate delivery.

In view of the superhuman efforts which Germany is making to establish a mastery of the air, the nation can make use of every aeroplane given to it.

The Over-Sea Club invites donations from all parts of the Empire, and if sufficient funds are forthcoming it is hoped to present on aeroplane from India, one from Canada, one from British West Indies, one from South Africa, and so on.

If a certain section of the Empire contributes sufficient funds for an aeroplane, the name of the country or district will serve as a splendid testimony to the patriotism of Greater Britain. In view of the recent activity of German airmen, and the official German statement that the Yarmouth raid is only the precursor of many such exploits, every aeroplane which we can provide will be needed. The greater the response, the greater the number of aeroplanes which we shall be able to furnish.

No subscription will be too small, and we invite every British subject in any part of the British Empire to contribute to our Aircraft Fund.

Nearly £20,000 has already been collected by the Over-Sea Club to provide tobacco for our soldiers and sailors. We call for our soldiers and sailors to make our Aircraft Fund an even greater success. Will you help us by subscribing yourself and asking your friends to do the same?

Please start collecting to-day and return us this collecting sheet not later than Empire Day, May 24, 1915. All communications and donations should be addressed to the Organiser, The Over-Sea Club, General Buildings, London, W.C. All remittances will be acknowledged by return.

EUROPEAN ASSAULTED AND ROBBED.

The Chief Engineer of the s.s. *Ching King*, named George Hutchinson, has reported to the Police that at about 12 midnight on Wednesday he engaged a rishia in the vicinity of Blakes Pier to take him to Whitty Street, where to his intended to get a sampan to take him to his ship. When the coolie was about to stop at Whitty Street the Chief Engineer states that the rishia was overturned by six Chinese, who at once set upon him, bruised him on the body, and dragged him along the ground. They also despoiled with \$305 in notes and money, and a gold watch and chain and attachments valued at \$180. He was unable to identify the men.

In connection with the robbery the police have arrested six Chinese, and part of the property has been recovered.

NEW GOVERNOR-GENERAL OF FORMOSA.

COMMANDER-IN-CHIEF IN CHOSEN APPOINTED.

General Baron T. Ando, Commander-in-Chief of the Japanese Garrison in Chosen, has been appointed Governor-General of Formosa, in succession to General Count Sakuma, who has been released from office at his own request on account of advancing age.

General Ando was born in 1853 in Shinano province. Graduating from the government military school, in the early part of the Meiji era, he was in 1872 appointed a sub-lieutenant of infantry, and took part in the Satsuma Rebellion in Kyushu in 1877. In the Russo-Japanese War of 1904-1905 he commanded the Tenth Division, and the brilliant victory won by Japan in the battle of Mukden was largely due to the assault of his forces on the enemy's powerful forces at Wan-pu. After the war he was created a peer, with the title of Baron, and decorated with the Second-Class-Order-of-the-Golden

TWO MILLION A MONTH.

RECORD ATTENDANCE AT SAN FRANCISCO EXPOSITION.

SAN FRANCISCO, April 10th. Another world's record has been established by the Panama-Pacific Exposition. An attendance of over two millions was recorded for the first thirty days, or a period equivalent to that of the average month.

It is greater by 125,159 than the corresponding attendance at St. Louis, and leads the first thirty days at Chicago by 537,478, or considerably more than half a million.

Elaborate as are the figures under any circumstances, they are doubly so when the chief factors governing attendances are taken into account.

Both St. Louis and Chicago are and were within easy reach of enormously larger numbers of people than San Francisco. The total population of California is not equal to those within a few hours' ride of either the two former cities.

There was no great European war spreading its blighting effects over half the world when St. Louis and Chicago held their festivals.

It is the convincing proof that this Exposition is all that was predicted of it in the way of superior magnificence, infinite variety and that something altogether new and different which is the strongest of all attendance magnets.

Two million a month seemed a very ambitious slogan when suggested, but having reached that figure for the first month and before the invasion of the conventions, it becomes necessary to set a still higher mark as the one possible of attainment.

THE HONGKONG VOLUNTEERS.

ORDERS BY LIEUT.-COL. A. CHAPMAN, V.D.

1.—Pto. J. E. Rutter is permitted to resign, on leaving the Colony, dated 4th May, 1915.

2.—The weekly state is required at the Orderly Room not later than 5 p.m. to-day, 14th inst.

3.—A second Smoking Concert will be given at Headquarters by the members of the Corps and Reserves on Saturday, 22nd inst., to which Officers, N.C.O.s, and men of the 4th Shropshire Light Infantry have been invited.

4.—Parades for to-day (Friday). 5.30 p.m. Signalling Section—Musketry Instruction at Headquarters. Corp. Grimes, R.E., will attend. Remainder, nil.

5.—On duty until 7 a.m. 15th instant—H.K.V.R.

Next of duty:—May 15th No. 1 Section Artillery Battery and Centre Section, M.G. Co. May 16th No. 2 Section Artillery Battery and Left Section, M.G. Co. May 17th Left Section, M.G. Co. and Civil Service Company. May 18th Right Half Scouts Co. May 19th Left Half Scouts Co. May 20th No. 1 Section Artillery Battery and Centre Section, M.G. Co. May 21st No. 2 Section Artillery Battery and Right Section, M.G. Co.

Officers on duty:—May 15th Capt. Wood. May 16th Lieut. Danby. May 17th Lieut. Rees. May 18th Lieut. Weall. May 19th 2nd Lieut. Murphy. May 20th Lieut. Kennett. May 21st Lieut. C. Smith.

Orderly Officer for week commencing 15th inst.—Lieut. Preston. Orderly Sergeant for week commencing 15th inst.—Corpl. Carpenter.

Note.—The units on duty will provide the following guards on the dates named:—

7 a.m. to 7 p.m.—1 N.C.O. and 3 men at Volunteer Headquarters. 7 p.m. to 7 a.m. next day—1 N.C.O. and 6 men at Volunteer Headquarters.

Dusk till dawn next day—1 Officer, 3 N.C.O.s, and 24 men at Kowloon. The guards for Kowloon will parade at 6.20 p.m. at Murray Pier and proceed by launch at 6.30 p.m. sharp, returning from old Star Ferry Wharf at 6.30 a.m. next day.

G. E. STEWART, Capt., Adjutant, H.K.V.C.

SPECIAL POLICE RESERVE.

PARADES.

(Central Police Station). Friday, May 14th.—Previous orders for this date are cancelled.—The British and Portuguese Companies will parade for Rifle Exercises at 5.30 p.m. sharp. Saturday, May 15th, and Sunday, May 16th.—As ordered on notices appearing in issues of the Press on Wednesday evening and Thursday morning, May 12th and 13th.

Until further notice, all parades at the Central Police Station must be repaid in cancelled, if it is actually raining in Kowloon at one hour, or in Hongkong one-half hour, before the hour fixed.

LEAVE.

Leave has been arranged as follows:—From the British Company:—W. Knight and F. Grissell for England. From the Chinese Company:—George Lee, Wong Po Kung and Wong To Ting for Shanghai to attend the Far Eastern Olympic; also J. F. Castro from the Portuguese Company for same purpose.

MUSKETRY MEETING, MAY 24th. The information required from Platoon Commanders in the Notice dated May 10th must be supplied by 12.30 noon on May 15th.

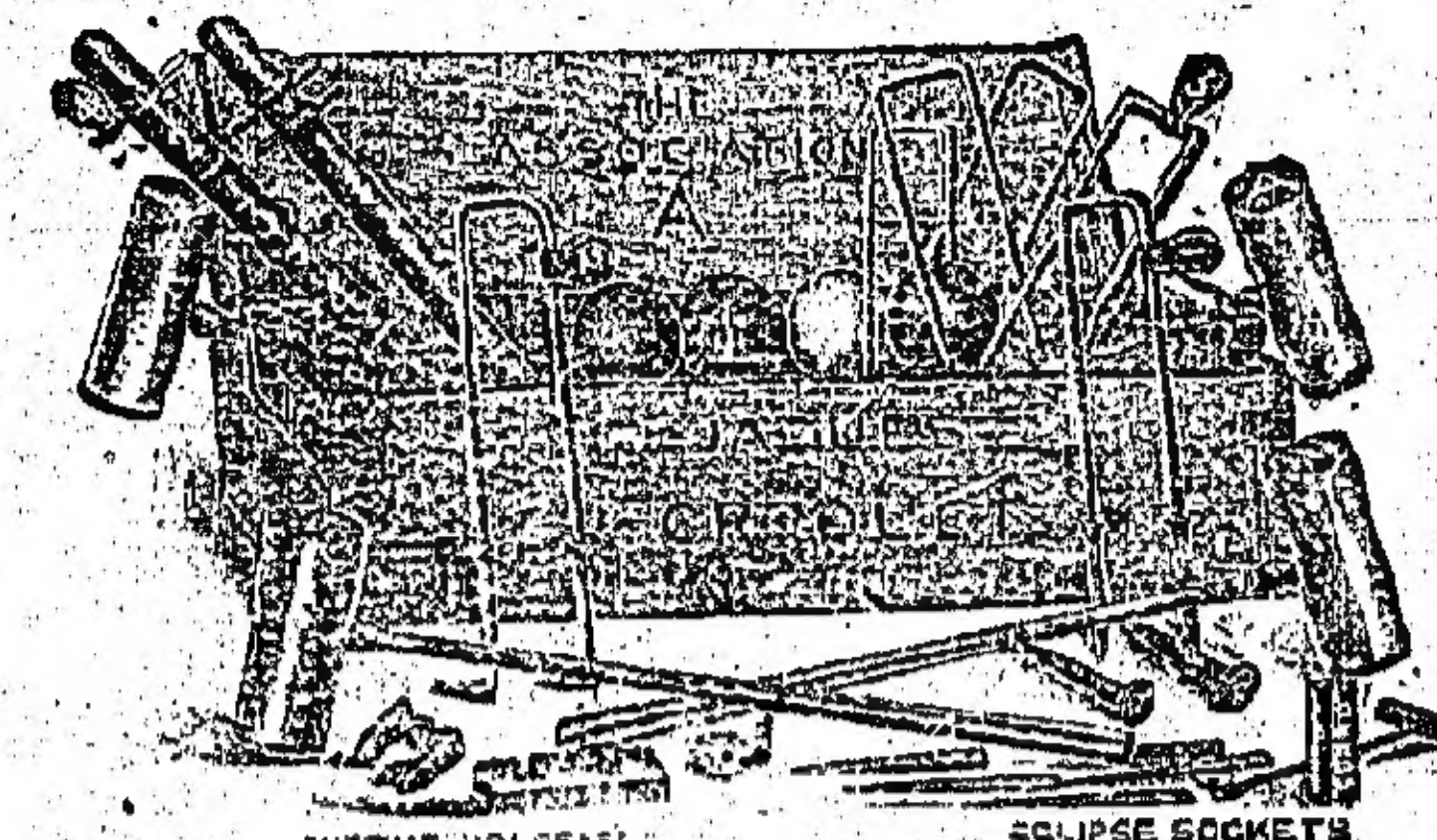
F. C. JENNIN, A. S. P. (Reserve).

Given a pauper's funeral under the impression that he was practically penniless, it has now been discovered (says the *Central News*) that an aged Otterhaw labourer, who died in Chertsey Workhouse Infirmary, had property valued at £3,000.

INTIMATIONS

LANE, CRAWFORD & Co.

SPORTS DEPARTMENT. JAIQUES' CROQUET SETS



CONTAIN 4 ASSOCIATION MALLETS (9" X 3"), ASSOCIATION HOOPS, COMPOSITION BALLS, PEGS, FLAGS, CLIPS, RULES, ETC., COMPLETE IN STRONG WOOD BOX.

JAIQUES' CROQUET MALLETS.

"EXCELITE" CROQUET BALLS.

GLISGLOS' CROQUET BALLS.

"ASSOCIATION" Mallet PRICE \$7.50 EACH.

"ALL-ENGLAND" Mallet PRICE \$5.50 EACH.

LANE, CRAWFORD & Co.

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IN ALL ITS BRANCHES.—

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EXECUTED ON THE PREMISES AT THE SHORTEST NOTICE.

LAW WORK A SPECIALITY.

LEDGERS AND ACCOUNT BOOKS.

AT PRICES WHICH COMPARE FAVOURABLY WITH THOSE OF ANY OTHER ESTABLISHMENT IN THE FAR EAST.

ESTIMATES FURNISHED.

10A, DES VŒUX ROAD, HONGKONG.

NEW CARTRIDGES.

By popular English Manufacture in all Bore and Sizes.

SMOKELESS POWDER and CHILLED SHOT. From No. 10 to ESSG. at \$6.47 and \$7.00 per 100. SPORTING REQUISITES and AIR GUNS in Variety.

Inspection Invited.

WY. SCHMIDT & Co.

Hongkong, 4th February, 1915.

報新外中港香

CHUNG NGOI SAN PO (Chinese Daily Press)

PUBLISHED DAILY is the oldest and still immeasurably the best Advertising medium among the Native Community.

Established for over FIFTY YEARS, Circulates largely throughout Southern China Indo-China, etc.

Terms for Advertising (Translation free) can be obtained at the Office, 10A, Des Vœux Road, Central Hongkong, 151, Fleet Street, London or from the different Agents. Documents translated from or into Chinese or Colloquial Chinese.

NEW ADVERTISEMENTS

GREEN-NISBET TENNIS MATCH POSTPONED.

THE COMMITTEE of the Hongkong Cricket Club regret owing to the sudden change of the ground, to be obliged to POSTPONE this match until WEDNESDAY next, the 19th inst., when all tickets issued will be as valid.

Owing to the great demand for seats two further stands will be erected. Booking at Mounties.

P. M. HODGSON, Secretary.

Hongkong, 14th May, 1915.

PEAK TRAMWAYS COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that the ORDINARY ANNUAL GENERAL MEETING of SHAREHOLDERS of the above Company will be held at the Hongkong Hotel, Hongkong, on TUESDAY, 25th May, 1915, at Noon, for the purpose of receiving the Report of the Directors together with a Statement of Accounts for the year ending 30th April, 1915.

The TRANSFER BOOKS of the Company will be CLOSED from the 20th instant to the 27th instant, both days inclusive.

JOHN D. HUMPHREYS & SON, General Managers, Hongkong, 14th May, 1915. [561]

NOTICE TO CONSIGNEES.

FROM SHANGHAI, VLADIVOSTOK, YOKOHAMA, KOBE AND MOJI.

THE Steamship

"SANGOLA," having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside. Cargo impeding the discharge will be landed at Consignees' risk and expense into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited.

No Fire Insurance has been effected. Bills of Lading will be countersigned by the Undersigned.

DAVID SASSOON & Co., Ltd., Agents, Hongkong, 13th May, 1915. [29]

NOTICE.

MR. R. M. JOSEPH having resigned his appointment with this Company as from the 22nd February, 1915, we hereby give Notice that his Power of Attorney is withdrawn.

DAVID SASSOON & Co., Ltd., Hongkong, 12th May, 1915. [577]

NOTICE.

I HAVE this day taken into Partnership with me, CHARLES REGINALD CHRISTOPHER LATHAM. The Business formerly carried on by me alone under the style of LATHAM & Co. will in future be carried on by us in Partnership.

Dated at Singapore, this 1st day of May, 1915.

HAROLD LATHAM. [567]

ESTATE OF W. C. H. WATSON DECEASED. Late Commissioner of Customs at Hongkong.

ALL MONEY due to the estate of the above deceased, and all claims against the estate, should be sent to the Undersigned by 15th inst. after which date no claims will be recognized.

HERBERT COFFE, Counsel-General.

H.M. Consul-General, Yunnan, Yunnan, 3th Apr 1915. [571]

WANTED.

AN EUROPEAN BOOK-KEEPER. State qualifications and salary required. Not more than 3 certificates or references need be sent.

Apply to— "A. B. C." Case of "Daily Press" Office, Hongkong, 11th May, 1915. [574]



NOTICE.

ANY EUROPEAN desiring to leave the Colony should apply in writing for permission to do so to the PROVOST-MARSHAL-Head Quarters Office, at least 48 hours before the intended hour of departure, giving name, nationality, age, sex, height, complexion and occupation of the applicant, and stating the name of the train by which the applicant wishes to leave. Applicants should apply in person for their passes to the PROVOST-MARSHAL-Head Quarters Office between the hours of 9 A.M. to 1 P.M. and 2 P.M. to 4 P.M. daily.

Hongkong, 20th January, 1915. [207]



NOTICE.

ALL Persons applying to the PROVOST-MARSHAL-Head Quarters Office for passes are requested in future to apply between the hours of 9 A.M. to 1 P.M. and 2 P.M. to 4 P.M. daily.

Hongkong, 16th February, 1915. [292]

FRENCH LESSONS

G. MOUSSON,

15, MORRISON HILL ROAD.

PUBLIC COMPANIES

THE HONGKONG ELECTRIC CO., LIMITED.

NOTICE IS HEREBY GIVEN that the TWENTY-SIXTH ORDINARY GENERAL MEETING of the SHAREHOLDERS will be held at the Company's Office, St. George's Buildings, on SATURDAY, the 22nd May, 1915, at 12 o'clock Noon, for the purpose of presenting the Report of the Directors together with a Statement of Accounts to 24th February, 1915, and electing Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 8th May to the 22nd May, 1915, both days inclusive.

By Order of the Board of Directors, GIBB, LIVINGSTON & Co., Agents, Hongkong, 4th May, 1915. [559]

HONGKONG TRAMWAY COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the COLONIAL (Hongkong) REGISTER of the Company will be CLOSED from SATURDAY, 1st May, 1915, until SATURDAY, 29th May, 1915, both days inclusive.

SHEWAN, TOMES & Co., Agents, Hongkong, 26th April, 1915. [542]

THEATRE ROYAL.

CITY HALL.

TWO CONCERTS ONLY.

SATURDAY, MAY 15TH, AND MONDAY, MAY 17TH:

MICHAEL PIASTRO,

World-Famous Violinist (The Gold Medalist of Petrograd Conservatoire), and

ALFRED MIROVITCH,

The Celebrated Pianist (Winner of the Great Roussin Prize),

NOW ON A WORLD-WIDE TOUR. Direct from Queen's Hall, London, Beethoven Hall, Berlin, and the other principal Halls of Europe.

HONGKONG'S RICHEST MUSICAL THEATRE. Booking Now Open at MESSRS. MOUTRIE'S.

PRICES: \$3, \$2 & \$1. Commences 9.15 Sharp.

Hongkong, 7th May, 1915. [564]

FOR SALE.

All kinds of FOREIGN POSTAGE STAMPS

ALBUMS, and other PHILATELIC GOODS.

at Prices to suit any Buyers.

GRACA & Co., (Caine Road, No. 11A.)

Hongkong, 1st April, 1915. [435]

YOKOHAMA.

BLUFF HOTEL.

No. 2, BLUFF.

HEALTHY LOCATION AND BEAUTIFUL VIEW.

EXCELLENT CUISINE AND HOME COMFORT.

MODERATE TERMS. \$48

ORDER AT ONCE.

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DIRECTORY

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CHRONICLE

FOR CHINA, JAPAN, ETC.

FOR THE YEAR

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INDISPENSABLE TO EVERY

BUSINESS MAN.

TO BE OBTAINED FROM THE HONGKONG DAILY PRESS OFFICE

and LOCAL BOOKSELLERS.

1,850 PAGES—PRICE \$10.

The alterations this year are unusually heavy owing to changes incidental to the War.

Hongkong, 16th March, 1915.

TO LET. From 1st March.

GODOWN, No. 6, Duddell Street.

Apply— A. B. AVASIA, Care of E. PARANET, No. 1, Duddell Street.

Hongkong, 2nd February, 1915. [544]

HOUSES TO LET

TO LET.

HOUSES in "TORRES BUILDINGS," "ROSE TERRACE" and "DURBAR," Kowloon.

Apply to— SPANISH DOMINICAN PROSECUTION, Hongkong, 12th May, 1915. [501]

TO LET.

A HOUSE at Observatory Villas, Kowloon.

Apply to— ABEATON V. APCAR & Co. Hongkong, 16th March, 1915. [593]

TO LET.

GODOWN, No. 84, Praya East.

Apply— KWONG SANG HONG, Ltd., No. 248, Des Voeux Road Central, Hongkong, 19th February, 1915. [386]

TO LET—AT THE PEAK.

NO. 2, STEWART TERRACE, Furnished and newly done up.

Apply— E. E. POLLOCK, (Princess's Building, Hongkong, 20th January, 1915. [58]

TO LET.

A HOUSE in Knutsford Terrace, Kowloon.

Apply— THE HONGKONG LAND INVESTMENT & AGENCY Co., Ltd., Hongkong, 1st March, 1915. [45]

TO LET.

FLATS in Nathan Road, Kowloon.

A FLAT in Humphrey's Buildings, Kowloon.

"PENNYRHYE," Minden Row, Kowloon.

6-Roomed House with Tennis Court.

1 and 2, MINDEN VILLAS, Kowloon.

5-Roomed House with Tennis Court.

FOUR-ROOMED HOUSES in Humphrey's Avenue, Gordon Terrace and Salisbury Avenue, Kowloon.

Apply to— HUMPHREYS ESTATE & FINANCE Co., Ltd., Alexandra Buildings, Hongkong, 12th May, 1915. [589]

TO LET.

HOUSES in CLIFTON GARDENS, Conduit Road.

OFFICES, facing the Harbour between the Hongkong Club and Post Office.

58, THE PEAK, "THE RETREAT," 21, WONG NEI CHONG ROAD, GODOWNS, New Praya, Kennedy Town.

GODOWNS, at Wanchai Road.

Apply, etc., THE HONGKONG LAND INVESTMENT & AGENCY Co., Ltd., Hongkong, 1st April, 1915. [38]

TO LET.

OFFICES in St. George's Building, Second Floor, overlooking Harbour.

Immediate possession.

Apply to— SHEWAN, TOMES & Co. Hongkong, 8th December, 1914. [39]

TO LET.

THE GROUND FLOOR of No. 6, DES VOEUX ROAD CENTRAL, occupied by Madame Gains, etc.

Apply to— DAVID SASSOON & Co., Ltd., Hongkong, 10th February, 1915. [272]

QUEEN'S BUILDING.

TO LET, the South-West portion of the FIRST FLOOR, including Treasury on Ground Floor, lately in occupation of the German Bank.

GODOWN, No. 2, Lee House Street.

Apply to— THE HONGKONG LAND INVESTMENT & AGENCY Co., Ltd., Hongkong, 1st March, 1915. [35]

TO LET.

IN ALEXANDRA BUILDINGS, VERY CONVENIENT OFFICES AND ROOMS. Including a Fine Commodious Suite.

Apply— SECRETARY, A. S. WATSON & Co., Ltd., Hongkong, 23rd October, 1914. [36]

TO LET.

"BISHOP'S LODGE SOUTH," No. 11, THE PEAK, Unfurnished, 5 Rooms, "WOODBURY," No. 4, Hankow Road, Kowloon.

No. 1, CAMERON VILLAS, No. 61, THE PEAK, Unfurnished, 5 Rooms.

No. 3, DES VOEUX VILLAS, 32, Mount Kellett, The Peak (Furnished or Unfurnished).

No. 25, BELLILIOS TERRACE, with entrance on Conduit Road.

No. 27, BELLILIOS TERRACE, with entrance in Conduit Road. In very good order.

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The Daily Press.

HONGKONG, MAY 14TH, 1915.

H.M. AIRSHIP "HONGKONG."

SOME six weeks ago we gave publicity to an appeal made by the Overseas Club, with the approval of the SECRETARY of STATE for the COLONIES, and the support of H.E. THE GOVERNOR, for donations to the Imperial Government for the use of the Royal Flying Corps, whose achievements in the war have commanded universal admiration and have been of the greatest value to the operations of the Army in the field. It was suggested in the Appeal that the Colony of Hongkong might provide one of these machines, which are estimated to cost, with gun complete, \$2,250 each (roughly \$25,000), but it was felt at the time that, in view of the handsome contributions which the residents of the Colony were already making to various war funds, it was hardly to be expected that the full price of an aeroplane would be raised in Hongkong. But the first list of subscriptions which we publish to-day, showing that a substantial response has already been made to the appeal, gives every assurance that there will be little difficulty in raising in the Colony the full cost of an aeroplane. Over sixteen thousand dollars have already been subscribed, leaving but nine thousand dollars to be raised. Arrangements have been made by the Overseas Club with the War Office to have the name of the Colony or the district which provides the money painted on the machine. While the Colony of Hongkong is not large enough to emulate the example of the larger Colonies and Dependencies which have added ships to the Imperial Navy, the proposal to present to the Government an aeroplane of the latest type, for use by the Royal Flying Corps, is one which is well within the capacity of the community, especially if the wealthy Chinese residents who appreciate the benefits of living under British rule assist the Fund, as some, we are glad to observe, have already substantially done. The gift

of aeroplanes is a very practical way in which all who for various reasons are unable to offer their personal services may help to hasten the day of victory.

"Every aeroplane which we can provide will be needed," the appeal says. There is no necessity at this stage of the war to emphasise the great value of the work done by our airmen. In daring, initiative and skill the British airmen have again and again proved themselves superior to the enemy, and the Empire has every reason to be proud of their achievements. Field-Marshal Sir JOHN FRENCH in his despatches has paid glowing tributes to their splendid service. The general public only learn of their work occasionally through the newspapers when there is some specially dramatic episode to chronicle; but their work is continuous, and it is work of the highest importance. A despatch from Sir JOHN FRENCH covering the operations from November to the end of January included this tribute to the work of the Royal Flying Corps: "Although the weather was almost uniformly bad and the machines suffered from constant exposure, there have been only thirteen days on which no actual reconnaissance has been effected. Approximately, one hundred thousand miles have been flown. In addition to the daily and constant work of reconnaissance and cooperation with the artillery, a number of aerial combats have been fought, raids carried out, detachments harassed, parks and petrol depots bombed, &c. Various successful bomb-dropping raids have been carried out, usually against the enemy's aircraft material. The principle of attacking hostile aircraft whenever and wherever seen (unless highly important information is being delivered) has been adhered to and has resulted in the moral fact that enemy machines invariably beat immediate retreat when chased." With such testimony to the value of the aeroplane in the war before us the proposal that British communities overseas should as far as possible each be represented by one or more aeroplanes in the field of action is one which must make a peculiar appeal to our patriotic ardour, and in view of the gratifying response already made to the appeal we may surely expect to see the balance of the sum required speedily subscribed and the Colony of Hongkong in due course represented at the front by an aeroplane bearing its name and contributing to the success of our arms. Subscriptions, large or small, should be forwarded to Mr. N. J. STARR, Chief Manager of the Hongkong and Shanghai Banking Corporation, who is acting as the Hon. Treasurer of the Fund.

A mail for Europe via Siberia closes to-day at 1 p.m.

The Kowloon railway accounts laid on the table of the Legislative Council yesterday show that the expenditure on the British section to 31st December 1914 had amounted to \$14,005,829.37.

The master of the steam launch *Hoi Nam* has reported that his launch was run into by the steam launch *Lee Yuen*, which came up from behind, and that the collision resulted in \$150 worth of damage being done to the *Hoi Nam*.

A special London telegram to the *Strait Times* says the Trochu results for the year show a loss of \$20,000, but Trochu South has a profit of \$9,000. The correspondent also cables that considerable Malay Rubber Co. pays a final dividend of 25 per cent.

Mr. H. P. Winslow, Manager of the British section of the Kowloon-Canton Railway, mentions in his annual report that owing to the continual rise in house rents causing the railway staff to be frequently seeking more reasonable accommodation and changing their residences, some even being forced to live over on the island of Hongkong, sanction was obtained to erect blocks of quarters on railway lands at Hung Hom for most of the European staff. Drawings and estimates were prepared during the year and contracts for the buildings have since been entered into and the work started.

Mr. Frederic Cheillon, ex-Administrator in the Civil Service of Indo-China, under M. Beau, and deputy for Marseilles since 1912, has been killed while attacking at the head of his company a position called Les Boucliers, near Les Eparges, on the Cotes de Meuse. A private at the beginning of the war, M. Cheillon was successively promoted to non-commissioned officer and sub-lieutenant, was recommended for the Legion of Honour for bravery, and, said M. Maginot, the ex-Under-Secretary for War, fighting side by side with him, "was at the same time our admiration and our despair." M. Cheillon is the fifth member of the French Parliament who has fallen on the battlefield since the beginning of the war in addition to several wounded.

THREE CHINESE MURDERED

IMPORTANT EXTRADITION CASE.

At the Magistracy yesterday, before Mr. J. R. Wood, the hearing commenced of the application made by the Governor-General of Kwangtung for the surrender of one Hung Sit-Lun, on a requisition charging him with the murder of three men in the Weichow district in November last.

Mr. E. H. Sharp, K.C. (instructed by the Crown Solicitor) appeared for the Crown, and Mr. G. K. Hall Bratton represented the defendant.

In his opening statement Mr. Sharp told the Court that the murders took place on successive days, in somewhat similar circumstances. The murdered man concerning whom the first charge was laid was a cook employed in a oil shop. Early on the morning of the 15th November a gang of armed robbers raided and robbed the village in which the murdered man had lived. They came to the shop in which the deceased had been employed and held up the fook. The prisoner was the leader of the gang, and his stood at the entrance door with a revolver in his hand. The cook came into the kitchen during the proceedings, shouting that there were thieves in the kitchen, and the defendant shot and killed him. The gang took away a considerable amount of jewellery, money, and apparel, amounting to about \$750. The second man murdered was an accountant named Lin Tin. He was killed during a raid by the same gang of robbers, under the leadership of the defendant, on the following morning. This accountant was in a back room at the time the robbers made their appearance, and he opened the safe and was making off with an amount of money, about \$200, in order that the robbers should not secure it, when the defendant called upon him to stop, and as he did not, defendant shot him. Defendant then extracted the money from this dying man's person. The third man was murdered on the next day during another robbery. Mr. Sharp said he understood that the defence in this case was to be that the offence was of a political character, but in his opinion it was absolutely impossible for any such defence to come under such acts as would be detailed by witnesses. Even if they could prove that a properly organized political movement was taking place at that time it would be wholly irrelevant in view of the facts in this case.

Mr. J. A. E. Bullock produced a copy of the requisition of the Governor-General of Canton.

In cross-examination by Mr. Bratton, the witness said he could not say if the Governor had received a telegram from Japan about the defendant.

Mr. Bratton was proceeding to question the witness further, when

His worship said he did not think he ought to allow Mr. Bullock to answer any questions without the permission of the Colonial Secretary.

Mr. Sharp—I agree, your worship. We do not want to suppress anything, but I do not think he should answer any questions unless he has authority.

The case was adjourned to this afternoon.

COWS AND GOATS.

AN INDIAN DEAL.

At the Summary Court yesterday, Norejan Singh, Murray Barracks, sued Peer Bux, a Kowloon milk seller, for \$150, the amount paid by him to the defendant for the purchase of two cows which the defendant had contracted to sell to the plaintiff and which had been wrongfully disposed of by him.

Mr. Dixon was for plaintiff, and Mr. Gardiner defended.

Mr. Dixon explained that his client was an "Indian gentleman who kept a shop in Murray Barracks, where he sold food and sundries to the Indian soldiers." In January last he bought two cows from the defendant for \$150 and paid \$50 as instalment making the balance up sometime later, the balance consisting of nine goats and an I.O.U. The cows were left with the defendant. In March last plaintiff went to get the cows and found that the defendant had gone away, and also that the cows which he had paid for had been sold to a Chinese coolie, defendant

THE WAR.

ANOTHER BATTLE AT YPRES.

THE "LUSITANIA" CRIME.

AMERICA ASKS FOR EXPLANATION.

BRITISH PRISONERS' FLIGHT.

ANTI-GERMAN RIOTS IN ENGLAND.

CONFIRMATION OF GERMAN CRIMES IN BELGIUM.

GENERAL.

[THROUGH REUTER'S AGENCY.]

ANTI-GERMAN RIOTS IN LONDON.

POLICE AND TERRITORIALS CALLED OUT.

LONDON, May 13th.

Anti-German scenes are increasing in the United Kingdom. Germans have been chased in the City and a boastful barber has been ducked.

There has been a riot against German shops in the East End. The police and Territorials were called out to restore order. It is reported that so many of the police were injured last night that it is impossible to provide complete protection.

LATER.

Anti-German rioting is rampant in London. Last night German shops were looted and wrecked and the occupiers maltreated. Many had previously fled after barricading their premises. The police were powerless. Some were injured by missiles. The rioters were chiefly youths of both sexes. In some places soldiers voluntarily helped the police.

Owing to the authorities having arrested and interned the Germans, there has been no recurrence of the rioting at Liverpool where 200 shops were previously wrecked.

"RIGHTEOUS INDIGNATION."

In the House of Commons Mr. Asquith emphasised the fact that no one could be surprised that the progressive violation of the rules of humanity, culminating in the sinking of the *Lusitania*, should have aroused a feeling of righteous indignation in all classes, to which it was difficult to find a parallel. He pointed out that the steps which had been taken before had been adequate from a military point of view, but one result unhappily was that the innocent were now in danger of having to pay for the crimes of others.

THE ALIEN ENEMY IN ENGLAND.

STRICTER MEASURES UNDER CONSIDERATION.

LONDON, May 12th.

In the House of Commons, Mr. Asquith said that in view of recent events, and of the feeling which they have aroused, the Government was considering a more comprehensive segregation and internment to-morrow.

TRIBUTE TO AUSTRALASIAN TROOPS.

MESSAGE FROM GENERAL SIR IAN HAMILTON.

MELBOURNE, May 13th.

General Sir Ian Hamilton, Commander-in-Chief of the forces in Gallipoli, has telegraphed to the Governor-General a tribute to the glory with which the Australians have upheld the finest traditions of the race. He says they have shown audacity, dash, sleepless valour and untiring resource, and created for Australia and New Zealand an imperishable record.

Parliament passed a resolution congratulating the Forces.

[THROUGH REUTER'S AGENCY.]

AMERICA AND GERMANY.

AN EXPLANATION ASKED FOR.

LONDON, May 12th.

The United States demand an explanation from Germany of incidents which have occurred since the establishment of the war zone. These include the death of Captain Thrasher on the *Falaba*, attacks on the American vessels *Cushing* and *Gulf Light*, and finally the sinking of the *Lusitania*.

It is affirmed that President Wilson's document is firm and unmistakable, that it voices the feeling of the country, and insists that Germany shall adhere to the established rules of maritime warfare. The document also emphasises that an advertised warning no way justified an unlawful act.

President Wilson is not unprepared for an unfavourable reply making vigorous action necessary.

ITALY AND WAR.

FEELING OF PEOPLE INCREASING.

LONDON, May 13th.

Great crowds marched to Signor Salandra's residence, and there was a prolonged ovation for Salandra and Italy.

[Signor Salandra is the President of the Council and Minister of the Interior, and recently he made a declaration in favour of Italy's intervention in the war on the side of the Allies.]

GERMAN ATROCITIES IN BELGIUM.

TERRIBLE CATALOGUE OF CRIMES.

LONDON, May 13th.

The Government Committee, of which Viscount Bryce is Chairman, has reported upon German atrocities in Belgium.

It confirms after most careful investigation the worst stories hitherto told of the wholesale slaughter of hostages, of indiscriminate burnings and acts of violence of every kind and concludes: "Germans deliberately organised the massacre of innocent civilians, violated women, and murdered children. Looting and burning were ordered by German officers, and elaborate provision was made at the very outbreak of war for systematic incendiarism having no military necessity. The rules of war were frequently broken by using women and children as a shield for advancing troops, by the killing of wounded and prisoners, and by the frequent abuse of the Red Cross and white flags—all this on a scale unparalleled in the last three centuries."

BRITISH PRISONERS' FLIGHT.

LONDON, May 12th.

The United States Ambassador to Berlin intimates that typhus is prevalent in ten of the camps where British prisoners are confined.

RUSH OF RECRUITING IN AUSTRALASIA.

MELBOURNE, May 13th.

It is announced that the next Australian contingent will include a garrison of artillery. There is a rush of recruiting in Australia and New Zealand consequent upon the *Lusitania* crime.

[THROUGH REUTER'S AGENCY.]

THE "LUSITANIA" CRIME.

LIST OF SURVIVORS INCOMPLETE.

LONDON, May 13th.

The list of survivors from the *Lusitania* is very incomplete.

The names of the prominent people who have been saved have all been cabled; all others must be regarded as drowned failing announcements to the contrary.

AUSTRALIA'S SYMPATHY.

MELBOURNE, May 13th.

The Parliament of the Commonwealth has passed a resolution expressing sympathy with the relatives of the victims of the *Lusitania* tragedy.

139 AMERICANS DROWNED.

LONDON, May 12th.

The United States Embassy announces that 139 Americans were drowned in the sinking of the *Lusitania*.

STRONG AMERICAN NOTE.

WASHINGTON, May 12th.

An United States Note cabled to Berlin to-night holds Germany to strict account for the loss of American lives, and for violations of American rights.

The Note demands that there shall be no repetition of such events and plainly intimates that the United States is prepared for any eventualities in the event of Germany's non-compliance.

NAVAL ACTIVITIES.

[THROUGH REUTER'S AGENCY.]

SMALL CRAFT SEA FIGHT.

TWO GERMAN DESTROYERS SUNK.

LONDON, May 13th.

The Admiralty announces that His Majesty's auxiliary small craft *Barbador*, *Columbia*, *Mura* and *Chirrit* were attacked on May 1st by two German torpedo boats. After an engagement which lasted fifteen minutes the enemy fled. The direction of their retreat was communicated to British destroyers, which followed and destroyed them.

The *Columbia* was sunk with sixteen officers and men, only one deck hand being saved. The *Chirrit* and *Mura* were commanded by Sub-Lieutenants of the Royal Naval Reserve.

[The Admiralty announced on the 2nd inst. the sinking of the *Columbia* and the subsequent destruction of the two enemy destroyers. The purpose of the present announcement is apparently to give due credit to the Naval Reserve men who first fought the enemy's ships and compelled them to retreat.]

RUSSIAN FRONT.

[THROUGH REUTER'S AGENCY.]

IMPORTANT RUSSIAN SUCCESS.

GREAT SLAUGHTER OF THE ENEMY.

PETROGRAD, May 13th.

It is officially announced that the Russians have taken the offensive in the Javorik mountains where the enemy during the last few days have left over 6,000 dead on the mountain slopes.

The Russians have also successfully advanced on a forty-mile front from Czernowitz to Obertyn. They captured 5,000 prisoners and six guns on the 10th inst. alone.

FRANCO-BELGIAN FRONT.

[THROUGH REUTER'S AGENCY.]

FRENCH INVESTING CARENCEY.

PARIS, May 13th.

1.55 a.m.

The evening communiqué says:—Fighting north of Arras has continued with extreme violence. The enemy, having been reinforced, delivered several counter-attacks on Tuesday night, which were repulsed with heavy loss.

Our progress on Wednesday morning and afternoon threatens the closest and last remaining line of communication of the enemy's position at Carencey.

Since Sunday we have taken 4,000 prisoners.

BRITISH COLONEL KILLED.

LONDON, May 12th.

The latest casualty list contains the following:—

Killed: Colonel E. P. Smith.

[THROUGH REUTER'S AGENCY.]

THE GREAT BATTLE OF YPRES.

LONDON, May 13th.

The Eye-witness at Headquarters describes the great battle of Ypres.

It was apparent, he says, on Saturday morning that the Germans were preparing for an attack in strength eastward and north-eastward of Ypres where they were concentrating under cover of a violent artillery fire. The battle began in earnest at ten o'clock in the morning. The Germans attacked the line from Ypres Pool Cappel road to within a short distance of the Menin road, but evidently intended to break our front in the vicinity of the Ypres-Roulers railway north and south of which the strongest and most determined assaults were delivered. The enemy penetrated at some points at Frezenberg. We counter-attacked at 4.30 between the Zonnebeke road and the railway in order to recover the ground. The British advanced most gallantly but were soon checked by machine-guns.

GERMANS' THIRD COSTLY FAILURE.

LONDON, May 12th.

Field-Marshal Sir John French, in his bulletin, says:—To the east of Ypres last night we repulsed another attack south of the Menin road.

This was the Germans' third costly failure here yesterday.

ALL GAINS MAINTAINED.

PARIS, May 13th.

To-day's communiqué states: Northward of Arras we have maintained all our gains except on the front at Loos, where a night counter-attack enabled the Germans to re-take part of the ground captured during the day. Elsewhere there have been artillery actions.

JAPAN AND CHINA.

[THROUGH REUTER'S AGENCY.]

GREAT BRITAIN AND THE JAPANESE DEMANDS.

"NO OCCASION TO PROTEST."

LONDON, May 13th.

The Hon. Neil Primrose, replying in the House of Commons to a question put by Mr. Snowden, said the Government had been in communication with the Japanese Government regarding the possible bearing of the Anglo-Japanese Alliance on Japan's demands on China, but there had been no occasion to protest. If the text of China's concessions was published some misapprehension regarding their scope and nature would be removed, but it was for the Japanese and Chinese Governments to decide the question of publishing them.

JAPAN SATISFIED.

PEKING, May 12th.

The Japanese Minister has signified his Government's satisfaction at China's reply to the Ultimatum.

EAST INDIAN RAILWAY.

LONDON, May 12th.

The Underwriters take 77 per cent. of the East Indian Railway issue.

The Loan is quoted at 87 1/8. Financial circles attribute the non-success of the loan to incidents arising out of the *Lusitania* tragedy and also to the fact that short-term issues are favoured in the present uncertain times.

The departure for the front of Sir Max Aitken as "Eye-Witness" for the Canadian Expeditionary Force increases to half a dozen the number of official British war correspondents. The others are the anonymous "Eye-Witness" with the British and the "Observer" with the French. Professor Pares with the Russians, Major F. E. Smith, K.C., M.P., with the Indians, and Captain C. E. W. Bean, the official reporter with the Commonwealth troops.

The Public Prosecutor at Marseille has sequestered a picture by Canaletto which had been bequeathed to the town of Frankfort by a well-known business man of German extraction, recently deceased.

THE COLONY'S RAILWAY.

THE ACCOUNTS FOR 1914.

Mr. H. P. Winslow, Manager of the railway, makes the following comments on the accounts for 1914.

The Expenditure to December 31st, 1913, on Capital Account was for the Main Line \$13,459,227.43 and the Branch Line \$62,004.13 making a total of \$13,521,231.56. During the year under report further expenditure was incurred on works detailed in this Report amounting to \$549,092.44 for the Main Line, which includes a debit for loss on Exchange of \$194,847.04, and \$27,620.09 on the Fanning Branch Line making a total of \$574,429.13 for the year.

The Revenue Statements of Earnings and Expenditure take the usual form. The net results show that against an Estimate of \$271,209, the actual Expenditure was \$274,366.39 an excess of \$3,157.39 mainly due to an unexpected rise in the price of coal which could not have been foreseen at the time the Estimates were framed, and to increased train mileage. The Earnings were estimated to be \$372,000, whilst the actual receipts amounted to \$364,608.32 being \$7,391.68 below the Estimate. It was only to be expected that the war should affect the passenger traffic, and this together with the unfortunate attack on the night train

no doubt had an adverse effect and in addition the train service to and from Canton was suspended for 14 days owing to floods. Though the Earnings did not quite reach the estimated figures, the local traffic has increased slightly and shows an excess of \$2,174.94 over the previous year despite the fact that the customary movements of the troops in the autumn did not take place. The through traffic shows a satisfactory increase under the circumstances of \$25,222.02. I regret that I am unable to report any considerable improvement in the Goods Traffic. A slight increase is shown in both Through and Local Goods, but though efforts have been made in all directions and enquiries have been received, for the reasons already stated in my Report for 1913 the receipts from this source have made no satisfactory progress.

The Working Expenses for the year are slightly higher than in 1913. It will be observed on reference to the figures that the Locomotive expenses are mainly responsible for this, the percentage under Abstracts B & C being 30.61 as against 30.39 for 1913, this as previously explained is mainly due to an unexpected advance of \$1.85 per ton in the price of coal and to a smaller extent to additional mileage due to an improved time table.

The Gross Earnings for the year were \$364,608.32 as against \$333,633.32 for 1913 an increase of \$30,975. The Working Expenses amounted to \$274,366.39 an increase of \$28,557.81 due as stated above to the increase in the price of coal. The balance after paying Working Expenses stands at \$90,241.93 or \$2,417.19 more than the previous year.

During the year the question of the division of the fares has continued to receive the attention of both Administrations and in August a decision was arrived at and the outstanding accounts between the two sections, it is hoped, will be finally adjusted early in the ensuing year.

BOY SCOUT MOVEMENT IN HONGKONG.

OFFICIAL APPRECIATION.

The following letter has been sent to the Chief Scoutmaster of the local Association of Boy Scouts:—

Hongkong, 30th April, 1915.
Colonial Secretary's Office.

Sir, I am directed to inform you that in forwarding a report by the General Officer Commanding to the Secretary of State on the military operations in this Colony from the outbreak of the war up to the end of the year 1914, H.E. the Governor was pleased to bring to the notice of the Secretary of State for the Colonies the public spirit exhibited by the Boys Scouts in placing their services at the disposal of the Military Authorities and rendering much valuable assistance, and that Mr. Harecourt has desired His Excellency to convey to you his appreciation, which is shared by the Army Council, of the assistance rendered. I am, Sir, Your obedient servant,
(Sd.) CLAUDE SOYER,
Colonial Secretary.

HONGKONG TENNIS TOURNAMENT.

Owing to the heavy rains having transformed the Club Ground into a quagmire, all games in connection with the tennis tournament have had to be postponed for several days.

The game between Nisbet and Green, which was to have been played to-day, has also had to be postponed. All tickets which have been purchased for the contest will be available for the new date, Wednesday, May 19th.

INDIAN FRONTIER FIGHTING. RAIDING TRIBESMEN TAUGHT A SEVERE LESSON.

Simla, April 23rd.—A correspondent,

who has just been over the place or one recent action near Shabkadar, writes:

The ... when General Young moved his brigade up to ... the valley below Shabkadar, Michni Road being ... his immediate rear. The 8th Rajputs were sent to feel for the enemy with the King's Own and guns in reserve. The enemy poured out from the hills in two places. They were mostly youths, but with a proportion of bearded veterans. Their numbers were variously estimated, but they are believed to have totalled about 4,000. They came on confidently.

The Rajputs, who occupied a front some two miles in length in broken ground, received them steadily. Some of the enemy were in khaki shirts and others in mud-stained garments which looked so much like uniforms as to deceive the eyes until quite close up. A chief, in blue, with a white crescent on his shirt, was very conspicuous during the attack. After holding the tribesmen for some time, the Rajputs were gradually withdrawn to enable the guns to come into action, the cavalry, owing to the broken nature of the ground, not being able to act. It was here that most of the casualties occurred, hand-to-hand fighting taking place, and the enemy losing heavily. As the King's Own advanced, the tribesmen broke and made for the hills, amongst which they disappeared, many dropping as they went. The practice made by the artillery was admirable. The Rajputs were under fire for six hours and had most of the casualties on their side.

Friendly villagers say that the tribesmen fled right back to the hills and are not likely to make a further attempt on the frontier for some time as they came in for punishment they little expected. They are now engaged in reaping the crops, which are heavy this year, a fact which accounts for the smallness of the tasking which the Mullah was able to collect for the attack. During the fight the hills around were lined by local villagers intently watching the fighting.

SHIPPING TROUBLE IN JAPAN.

CHARTERS BEING CANCELLED TO ADVANTAGE BY BOOM.

A Yokohama contemporary says:—An official in the Communications Department is still staying at Kobe meditating between the shipping companies and shippers regarding the supply of hold space. As an officer of the Kobe Chamber of Commerce declares, the settlement of the trouble is not so difficult as supposed, though the plan adopted is of a provisional nature. The question has been raised by shippers in Kobe and Osaka who have been troubled by the steady accumulation of cargo bound for Europe at ports on account of the shortage in tonnage available. At present this accumulated cargo is estimated at 37,000 tons or so, according to the statement of shippers. If they and their shipping agents are agreed on rates of freight, however, this much of accumulated cargo may easily be taken in during the next three months, for during that period regular liners of 2,000 tons or so may be at their disposal, and if rates be fair, auxiliary ships of a similar extent may also be secured for the shipment. In that case the Chamber of Commerce will assist the shippers and shipping agents in the adjustment of all minor troubles.

According to shippers, on the other hand, the question is not of such a nature as to be settled so easily, for, unless freight rates to the same as those ruling at China ports, or by granting bounties to those agents undertaking the transportation of the accumulated cargo, any addition to the tonnage now available is hopeless, as the Nippon Yusen Kaisha has already extended its European fleet to the utmost limit.

In any event the consensus of opinion among those interested in the trouble points to the further prolongation of the negotiations which, says the Chamber of Commerce official, will be settled immediately.

The freight market here is troubled with another difficulty of a more important nature. Those charterparty owners who had leased their boats at cheap rates have recently proposed to nullify their contracts, paying the damages stipulated, evidently for the purpose of leasing them at the boom prices now ruling and not more money. Of course, charterers can not object to these proposals legally, and reluctantly accept their terms. Thus many charter parties are now involved in serious troubles.

On the Bombay route the congestion of cargo traffic is being relieved by the consent of the Nippon Yusen Kaisha to despatch the *Ramakura Maru* on May 20th.

The second Governmental investigation into the German charge that dynamite bullets have been made in American manufacturing and sent to the Allies has again proved that the accusation is totally untrue. The officials making the inquiry have expressed the opinion that it is impossible for bullets of the sort submitted by Count Bernstorff, the German Ambassador, to make wounds of the kind alleged.

The Glasgow call for recruits to manufacture shells has been answered, among others, by a clergyman, the Rev. Stuart Robertson, of Pollokshields Church. Mr. Robertson, a tall, athletic man, is to work daily from six until five in a big engineering shop, but he will continue his church duties each evening. He says it will be a fair division if he makes shells during the week to fire at the Prussians and shells on Sunday to fire at the devil.

WAR NEWS.

LICENSED BURGLARY.

WHAT GERMAN MAY STEAL.

The *Telegraph* (Amsterdam) learns that one of the Prussian railway administrations recently sent a notice to all goods stations saying that the quantity of goods sent by combatants to their families at home had assumed such proportions that now and then suspicious have arisen that the packages contain illegally acquired war booty or private property illegally seized in a hostile country, especially if the rank and social standing of the senders do not justify the supposition that the senders are men of means.

The notice continues that such suspicious consignments must, at their place of destination, be sent to the army authorities, who will make inquiries. The notice concludes:—

"Those who belong to the Army are allowed to appropriate objects of small value among the war booty as keepsakes, but firearms of any kind, swords and cartridges are not booty which can be taken as souvenirs."

TRENCH NEWSPAPERS.

A feuilleton in the *Hamburger Nachrichten* tells an interesting tale of journalistic activity in the German trenches, which, if newspapers are to be weighed and not merely counted, would go far to balance the loss of the eight hundred sheets which have disappeared in Germany since the beginning of the war. Those published on the western front are particularly numerous, though, being often printed in abandoned French printing works, they technically suffer from a shortage of such letters as "w," "u" and "h."

There appears at Yuziers, for instance, the *Landsturm*—the "sole" German military weekly on French soil," published by the Saxon Landsturm troops. At Lille there is the *Lille War Gazette*, appearing three times a week, with notable articles and illustrations. The *Grenade* is a manuscript newspaper circulated in certain districts in France, and the *Jolly Hawtizer* is the hectoring organ of an Alsatian howitzer battery. Then there is the *Hurrah*—a war paper of the Infantry Regiment, Bremen, and the *Illustrated War Chronicle* issued by the supply column of the 18th Army Corps. The latter has itself a paper which is issued three times a week; and at Rethel, on the Aisne, there is published a *Gazette des Armes* for the "enlightenment" of the French population. Altogether there are about three dozen papers published on the two fronts, partly for the soldiers' own amusement and partly for the education of war prisoners and the population of the occupied districts.

ARTILLERY STEEL.

HUGE STRENGTH REQUIRED FOR MODERN GUNS.

Modern high-powered guns could not be built without steel strong enough to resist the enormous pressures to which they are subjected. Few understand how great these pressures are—almost as far beyond ordinary comprehension as are the distances of the stars or the number of atoms in a glass of water. An attempt to state the matter in a form that will mean something to the ordinary mind is made by a contributor to *La Nature* (Paris) in an article entitled "The Strains Resisted by Gun-Metal." He writes:

When the marvels of modern artillery are described, perhaps we direct our admiration too exclusively to the mechanicians who have combined to construct it. We must not, however, forget the metallurgist, for it is owing to the astonishing qualities of the metal that the gun is so well able to resist the enormous strain due to the detonation of the explosive. It is interesting to cite here some figures published by Commandant Regnault. At each discharge of a gun, in the case of our field-pieces, in less than three-tenths of a second the pressure exceeds 20 tons to the square inch, and the speed of the projectile leaving the muzzle is more than 2,500 ft. a second. The energy developed may be put at about half a million foot pounds; in other words, considering the cannon as a motor working during an exceedingly short time, we may place its rating at about 20 million horse-power.

Not only must the metal be able to resist these strains time after time, but to do so under unfavourable conditions, such as the high temperatures produced by the explosives. And not only must the metal of the gun be as strong as this, but it is the same with that of the shell. The shell of our "75" supports a pressure estimated at 75 tons; the work of the device that takes up the recoil reaches about 12 tons to the square inch, and the mounting neutralises at each discharge about two tons. In fact, these conditions are realised in quite a remarkable way. It has been possible to test in the machine-shop the pieces of a battery that has fired several thousand shots and to show that they have suffered not the slightest deformation.

This is why it is necessary to employ special steels. The use of nickel, in proportions of 1 to 2 per cent, gives to steel special qualities. This is one of the points where the economic blockade to which the Germans are subjected is likely to cause them great trouble, when it becomes necessary for them to renew their war material. For nickel comes exclusively from New Caledonia and Canada, that is to say, from a French Colony and a British one. When the Germans, therefore, have used up their stock, there will be no source from which to replenish it.

GERMAN BARBARITIES.

CRUELTY TO INNOCENT CIVILIAN PRISONERS.

The following description of how cultured Germany treats the civilian prisoners taken by her troops in France is reproduced from *The Tablet*:—

Here are a few more facts from the latest report of the French Commission of Inquiry into German cruelties, which examined some 10,000 French persons—women, children, youths under 17, and men over 60—who were first of all taken into captivity, and then sent back from Germany to Switzerland after a sojourn of several months in various German concentration camps. We take the following from the *Daily Telegraph's* summary:—

All the prisoners were taken away on foot, then shut up in various buildings, generally without food or drink, and finally removed to Germany in cattle wagons. Thus prisoners from Roubaix were herded up to eighty-five persons per wagon, and were only twice given food in seventy-two hours. Several prisoners were massacred without the slightest reason. An old man of 73 was dragged along, and when he could walk no further he received a bayonet thrust in the head, and was then shot through the heart. Another man, aged 61, was shot in a cemetery. A third, aged 67, was beaten to death; and a fourth, aged 78, was shot. A number of prisoners were only given food once during the four days' railway journey, and were repeatedly struck by soldiers with sticks and their fists.

EXHIBITED TO SCHOOL CHILDREN.

The following extract gives details as to the treatment of the people of Cambre:

On September 30th all the inhabitants of Cambre, on the Meuse, were arrested and massed on the bank of a hill, exposed to French artillery and rifle-fire. Under compulsion they waved their handkerchiefs and hats, and the French fire was silent. In the evening the inhabitants were enclosed in the church of the village, where they spent the night. Early next morning, they were once more taken out to the same hillside and exposed to the French fire. After five days' imprisonment in the church, they were placed in cattle trucks and sent to the camp of Zwickau. During this journey, at the stations, the guards opened the doors of the trucks, and displayed the miserable captives to school children, who were assembled on platforms for the spectacle.

HUNGER IN THE CONCENTRATION CAMP.

From the following it will be seen that the concentration camps in Germany were anything but that the reports tell us of places like Donnington Hall, here in England:—

In the concentration camps the conditions were terrible. At the camps of Parchim and Cassel the prisoners slept under canvas on straw spread on the bare ground, and hardly ever renewed. The hygienic conditions were unspeakable. Many prisoners were soon literally covered with vermin. At Gastrow, German soldiers made public fun of those who tried to free themselves from parasites. At Landau they stripped an old woman of 87 who complained of the intolerable plague, and drenched her from head to foot with petrol. The old woman fell ill and died shortly after. Rations were short and often disgusting—beet-root, potatoes, chestnuts, rotten herrings, and meat of any kind. One witness, Madame Rayenel, says that she has seen men and women pick up and devour decaying fish-heads. In many of the camps, the prisoners were attached to heavy scavenger's wagons, which they had to draw over swampy soil, in which the wheels sank deeply. Death played havoc in the camps, owing to privation, lack of elementary sanitary conditions, and the brutality of the guardians. One hundred and thirty civilian prisoners died at Grafenwohr. "We went out like candles," said the Mayor of Mont Blainville.

So impressed was the Commission by what it saw and heard, that it is compelled, in conclusion, to declare:—

Though, from the beginning of the inquiry, we have always attempted to give to the reports a simple objective form, we cannot refrain from expressing our sentiments of sorrow and indignation aroused by the dreadful condition in which Germany has given back the unarmed and innocent civilians seized by its armies in defiance of all laws. During our inquiry, we have been pursued and haunted by the cruel cough that rends the breast. Our impressions are not exaggerated; for we saw the returned exiles at a time when their health had already benefited by their return to their fatherland.

COST OF LIVING IN CALCUTTA.

How little the cost of living in a place like Calcutta has been affected by the war is brought out by returns just compiled by the director of statistics, says a Simla dispatch. The figures are brought up to as recent a date as 17th April, and they show that the average wholesale price of the principal articles of common consumption in Calcutta is now only 3 per cent higher than before the war commenced, and the average retail price only 8 per cent more. On the other hand, freights to Europe average four times what they were last July. Rates for the conveyance of goods to London and Liverpool show a material increase even compared with several days previously. In the week ending the 17th the rates for rice and wheat rose by 15 points each and for rape seed to London by 12 points. On the other hand, freight from Calcutta to New York for saltpetre fell by 34 points; and for linseed by 75 points.

Het Volk (Amsterdam) states that Prince Bulow offered to cede part of Silesia to Austria as compensation for ceding Trentino to Italy. Germany would also give Italy some Turkish islands.

PHILIPPINES TRADE WITH JAPAN.

The Chamber of Commerce Journal of Yokohama has recently issued a statement of the trade of the port of Yokohama for the year 1914, which contains comparisons with the preceding year. It shows that the imports from the Philippine Islands were 3,104,380 yen in 1914, while in 1913, they amounted to 5,745,544 yen. During the same periods the exports to the Philippine Islands from this port were 728,991 yen, and 606,731 yen respectively.

These figures are interesting as showing the trend of commerce between the Philippines and Japan. For instance, nearly all of Japan's imports from these islands go through Yokohama, while her exports go largely through Kobe, Nagasaki and Manilla. The exports from the two latter ports consist principally of coal. The most important articles of manufacture imported by the Philippines from Japan are covered by the schedule of manufactures of cotton. We imported \$3,633,642 gold worth of products from Japan in 1914. As there was but 628,991 yen worth of merchandise shipped to the Philippines from Yokohama, it is evident that practically all of what use in the line of Japanese production comes through Kobe.

We exported a little less than \$3,000,000 gold, or the equivalent of 6,000,000 yen, of our products to Japan in 1914, and over 5,000,000 yen of this went through Yokohama. As most of our exports to Japan consist of products and materials that are used in manufacturing, and as considerable of the completed manufactures are shipped back to the Philippines, it is evident that the imports of Japan are distributed largely through Yokohama and a goodly portion finds its way to Osaka, there to be put in completed form and shipped to these islands. A considerable quantity of hemp braid is being brought back from Japan, which is the result of Japanese industry applied to our knotted hemp.

A comparison of the figures giving the total trade of Yokohama shows that the high-water mark appears to have been reached in 1913. Exports in that year were between 40,000,000 yen and 50,000,000 yen greater than in 1914, while imports for 1913 exceeded those for 1914 by 57,000,000 yen.

That the falling off in the external trade of Japan in 1914 was the result of the European War is evident from the fact that for the first six months both exports and imports were greater than during the corresponding period of 1913, but the increase was wiped out as a deficit created by the drop registered during the last half of the year. In the exports from Yokohama, silk goods, sugar and copper are prominent among the items contributing to the decreased trade, while the exports of hemp braid increased from 5,555,714 yen to 7,535,931 yen. That Japan is able to import our hemp and convert it into an export product of such importance cannot be considered other than as an unfavourable reflection on the industrial capacity of the people of these islands. (Manila Merchants' Association Review.)

THE COMMERCE OF SAN FRANCISCO.

GREATLY INCREASED BY USING THE PANAMA CANAL.

During the first six months following the opening of the Panama Canal, says the *San Francisco Chronicle*, the value of shipments by sea from San Francisco, Seattle and Portland to Atlantic and Gulf ports exceeded by \$17,683,196 the shipments by sea for the six months prior to the opening. There were doubtless some additional shipments from Los Angeles, but the amount cannot be ascertained until the official publication of the figures a couple of months hence. Of the total amount from the three ports, San Francisco shipped \$12,559,372, and Seattle and Portland combined \$7,990,822.

Of course, the six months since the Canal was opened covered the most active shipping season for non-perishable products, and from San Francisco there have been no shipments of perishable fruits, although some experimental shipments of apples have been made from the north with not very satisfactory results, owing to heavy terminal charges in New York by reason of the location of the steamship company piers in Brooklyn. The sea carriers, however, are preparing to vigorously compete for the shipments of perishable products, and it may be assumed that they will in time assume cost of delivery at Eastern terminals to pierce where other such products are sold.

The increase of sea-borne domestic traffic represents a loss to the rail carriers and a gain to the ships. To either the producers on the Coast or to consumers in Eastern markets, according to circumstances, it represents a saving by the opening of the Canal. It enables our products to compete on more advantageous terms with other similar products in distant markets. That was the theory upon which the construction of the Canal was urged, and the theory is shown to have been correct. More and more use will be made of the sea route, and while for a time it will seriously impair the revenues of the rail carriers, in due time they will profit as much as others.

The figures available do not cover our foreign commerce, nor would they if obtained, give us much conception of the value of the Canal as an aid to that commerce. Foreign trade, even that to trans-Pacific ports, is so demoralized by war conditions that no statistics of shipments would give any idea of the way in which the Canal will affect the world's routes of commerce. Steamship companies which were negotiating for accommodations at this port have necessarily dropped them for the present, and as for the great immigration which we were expecting, it will evidently be postponed until the conclusion of peace.

FORTHCOMING EVENTS.

TO-MORROW.

9.15 p.m.—Concert at the Theatre Royal.

Monday, 17th May.—9.15 p.m.—Concert at the Theatre Royal.

Saturday, 22nd May.—Noon—Hawthorn Electric Co., Ltd., Meeting of Shareholders.

Tuesday, 25th May.—Noon—Park Turnways Co., Ltd., Meeting of Shareholders at the Hongkong Hotel.

DUEL ON THE FIELD.

Many thrilling stories of British heroism are told in a column article which Mr. Edgar Wallace sends from "Somewhere in France" to the *Birmingham Daily Post*. We quote the following:—

A very angry German fell into the hands of a small party of Guardsmen. "You may kill me," he said passionately, "but I shall never surrender." Now, if there is one thing which a soldier will never do it is to kill a man in cold blood. The little party were nonplussed. "I will surrender to the French, but not to you," said the officer, who spoke very excellently the language of the people he despised. As the French were distant many miles, and there was not even a French attaché in sight, it looked as though this vicious man, with his empty revolver and his menacing sword, would have to go the way of all flesh. "Look here," said an exasperated soldier, "You mustn't keep us hanging about here all day. Give us that sword."

For answer the German officer sprang forward and made a lunge at the men, and then ensued one of the most extraordinary duels which the war has produced. The Guardsmen's companions stood aside and took no part, and for a moment it was a case of sword against bayonet in a lightning contest, where perfect skill was shown on both sides. The end came suddenly. Wounded in the shoulder by a sharp thrust of the bayonet, the officer dropped his sword. He himself told the story to a friend in London. "The astounding thing to me is that the other men made no attempt to put me out of action," he said. "I think there must be something in sport that I have never appreciated before." This is a true story, and is undoubtedly creditable to the British Army.

NOTICES TO CONSIGNEES.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamers.

"NUBIA." Arrived Hongkong on 8th May, 1915. FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby notified that their goods are being landed and placed at their risk in the Godowns and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.

This vessel brings on Cargo:—From London, &c., ex ss. "Molvania" and "Nubia." From Persian Gulf, ex ss. S. I. S. N. and B. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary within 6 hours. Goods not cleared within 8 days including date of arrival will be subject to rent. No Fire Insurance will be effected by me in any case whatever. Damaged packages must be left in the Godowns for examination by the Consignees, and the Company's Surveyors, Messrs. GODDARD and DOUGLAS, at 10 A.M. on MONDAYS and THURSDAYS. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No claims will be admitted after the goods have left the Godowns.

R. A. HEWETT, Superintendent.

Hongkong, 8th May, 1915. [1]

NOTICE TO CONSIGNEES.

P.M. S.S. "PERSIA." FROM SAN FRANCISCO, JAPAN PORTS AND MANILA.

THE above-named Vessel having arrived, Consignees of Cargo are hereby notified to send in their Bills of Lading for counter-signature and take immediate delivery of Cargo from the Godowns. Cargo impeding discharge will be landed immediately at Consignees' risk and expense.

Cargo remaining on board 12th May, at Noon, will be subject to landing charges, and if undelivered 17th May, at Noon will be subject to both landing and storage charges. No Fire Insurance whatever will be effected. All chafed and otherwise damaged Cargo will be examined at the above Company's Godown 16th May, at 1 A.M. No Claims will be entertained unless accompanied by short delivery note or list of exceptions taken at the time of delivery to Consignees and signed for and on behalf of the Pacific Mail S.S. Co.

All Claims must be filed on or before 25th May, otherwise they will not be recognized.

R. C. MORTON, Agent.

Hongkong, 11th May, 1915. [18]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamers.

"NAGOYA." Arrived Hongkong on 11th May, 1915. FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ, BOMBAY AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby notified that their Goods are being landed and placed at their risk in the Godowns and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed. Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared within 8 days including date of arrival will be subject to rent. No Fire Insurance will be effected by me in any case whatever. Damaged packages must be left in the Godowns for examination by the Consignees and the Company's Surveyors, Messrs. GODDARD and DOUGLAS, at 10 A.M. on MONDAYS and THURSDAYS. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No claims will be admitted after the goods have left the Godowns.

R. A. HEWETT, Superintendent.

Hongkong, 11th May, 1915. [1]

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transshipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

PROPOSED SAILINGS: From Hongkong: Connecting with "SURA" 17th June. From Colombo: 17th June. EXCELLENT ACCOMMODATION FOR 1ST AND 2ND CLASS PASSENGERS.

ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA AND STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS en route, and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

PROPOSED SAILING: From Hongkong: "SALAMIS" 15th June. First Class Accommodation for Passengers. FITTED WITH WIRELESS TELEGRAPHY. For Rates of Freight and Passage, apply to THE BANK LINE, LIMITED, MANAGING AGENTS.

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MARSEILLES, LONDON AND LIVERPOOL.

For Steamer Sails.

MARSEILLES & LONDON ... "CITY OF NEWCASTLE" On 27th May

Subject to change without notice. "NETHERBY HALL" ... On 22nd June

For rates of freight and further information apply to THE BANK LINE, LTD., GENERAL AGENTS.

Hongkong, 13th March, 1915. [383]

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STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
* TIJEMBANG	JAPAN	12th May.	JAVA	13th May.
TJILIWONG	—	in port	JAVA	15th May.
* NJODAS	SHANGHAI	19th May.	JAVA	21st May.
TJIKINI	JAVA	2nd half of May.	—	—
* TJIMANOEK	JAPAN	26th May.	JAVA	28th May.
TJILATJAP	JAVA	2nd half of May.	JAPAN	—

* Wireless Telegraphy.

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Yok Buildings, 1st Floor. Hongkong, 10th May, 1915. [18]

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Chevy Offices:—LUDGATE CIRCUS, LONDON, E.C. Hongkong, 3rd July, 1914. [133]

SHIPPING

ARRIVALS.

DEWAR Norwegian str., 1,102, J. Bing, 12th May—Bangkok 30th May, General and Coal—Chinese.
 HALOTIS Dutch str., 1,070, Bakker, 13th May—Amoy 11th May, Bulk Oil—Asiatic Petroleum Co.
 HONGKONG L. British str., 2,000, J. Mason, 13th May—Singapore 7th May, General—Chinese.
 HOBSANG British str., 1,239, C. A. Robert, 13th May—Bangkok 2nd May, Rice—Jardine, Matheson & Co.
 KINCHOW British str., 1,232, G. Gibbs, 13th May—Shanghai 9th May, General—Butterfield & Swire.
 KUKA PING Chinese str., 1,793, B. Howie, 13th May—Shanghai 9th May, General—Chinese.
 LIANGCHOW British str., from Canton, M. S. Dollar, 13th May—7,074, Genl., 13th May—Manila 16th May, Timber—Robert Dollar Co.
 SANGOLA British str., 3,995, Milne, R.N.R., 13th May—Moji 2nd May, General—Davis, Basson & Co.
 SHIMIZU Maru, Japanese str., 3,113, Tanaka, 13th May—Singapore 6th May, Bulk Oil—Mitsui Bussan Kaisha.
 SINGAO British str., from Canton, THIEBHACH Dutch str., 8,012, Jurriaanse, 12th May—Kobe 7th May, General—Java-China Japan Lin.
 UNOAS British str., 2,897, E. T. Crump, 12th May—San Francisco 12th April, Bulk Oil—Standard Oil & Co.

OLNARANCE.

AT THE HARBOUR MASTER'S OFFICE.

13th May.

FOOKSANG, British str., for Calcutta.
RANGOON MARU, Japanese str., for Moji.

DEPARTURES.

13th May.

HANOI, French str., for Haiphong.
 LIANGCHOW, British str., for Shanghai.
 MANAKA Maru, Jap. str., for London.
 NAGATA, British str., for Shanghai.
 NINGCHOW, British str., for Shanghai.
 ROJUN MARU, Japanese str., for Japan.
 SOSHU MARU, Japanese str., for Canton.

PASSENGERS.

DEPARTED.

For *Miyazaki Maru*, for London, etc., Mr. D. Wilson, Mr. J. M. Cowan, Mr. Brown, Mr. J. Watanabe, Mr. and Mrs. B. C. Balthasar, Miss B. Warren, Miss C. H. Erskine, Col and Mrs. Osterstrom, Miss J. M. Bourne, Mrs. H. Shoji, Mr. Duclos, Mr. K. Miho, Mr. S. Komori-zawa, Mr. F. Grissel, Mr. T. Suga, Mr. Pordine, Mr. S. Michael, Mr. S. Stickle, Mr. Baron and Baroness Albert Badine and infant, Mr. John Dewar, Mr. F. G. Daumann, Mr. R. Poseny, Mr. R. H. Gordon, Mr. W. C. Norfolk, Mr. and Mrs. E. R. and infant, Mr. O. Ogawa, Mr. I. Kawaguchi, Mr. and Mrs. J. Weir, Mr. and Mrs. Cruickshank, Mr. W. A. Cassel, Mr. W. Blenk, Com. R. de Luca, Chevalier L. de Luca, Mrs. G. Kook, Mrs. J. Elias, Mr. Fraser, Mr. A. Carpi, Donna Maria de Luca, Master F. de Luca, Miss C. de Luca, Mr. and Mrs. McElderry, Mrs. Matsuzaki, Mrs. Jaques, Mrs. Stevens, Capt. and Mrs. Valentine and two children, Mr. O. Matsushita, Mr. R. Montgomerie, Mr. Miyoshi, Mr. Bonnet and infant, Mrs. Bishop and Miss Dolly Bishop, Mrs. Smalley and two children, Mr. Bennett, Mrs. S. Takahashi, Mr. Glover, Mr. K. Ishihara, Mr. T. Yamamoto, Mr. M. Shihara, Mr. S. Satsuzaki, Mr. S. Hara, Mr. S. Eley and Mr. R. W. Chester.

For *Shinyo Maru*, for San Francisco, etc., Mr. R. Hays, Mrs. M. L. Sawyers, Mrs. L. D. Hays, Mrs. Bennett, Miss G. Garman, Miss I. Hix, Mrs. Hayashi, two children and said, Mr. J. Bonnet, Mr. J. Jockic, Mr. and Mrs. B. McGie, Mr. Megie, Mr. F. S. Gibbings, Mrs. Lawder and nurse, Mr. and Mrs. C. C. Cohn and child, Mr. D. White and servant, Mrs. C. E. Richardson, Miss P. M. Sullivan, Mr. and Mrs. R. D. Harvey, Mr. Maru, Mr. S. Kato, Miss K. Foster, Mr. H. Macrae, Mrs. M. Shimidzu, Miss Y. Shimidzu, Mr. F. Delgado and servant, Mr. J. F. Castro, Mr. F. L. Silva, Mr. H. Vandeveld, Mr. and Mrs. F. M. Alt and child, Capt. and Mrs. C. G. Mortimer, Mr. W. Harris, Mr. W. Sabin, Mr. A. Berwin, Mr. G. J. Sells, Mr. and Mrs. D. Carman, Mr. G. Johnson, Judge J. S. Powell, Mr. H. Staub, Mr. N. M. Robertson, Mr. C. D. Blackie, Dr. F. Hough, Mr. H. Readwin, Mrs. Murray Bain, Mr. O. M. Harvey, Miss F. Baskin, Mr. E. M. Smoyer, Mr. E. F. Wilson, Mr. A. Garchitorena, Capt. T. W. Hewitt, Mr. T. Macin, Mr. and Mrs. Nickelson, Mr. H. Nickelson, Mr. A. Ellam, Mr. O. H. Arculli and servant, Mr. E. J. Crist, Mr. K. M. Cummings, Mr. F. W. Ashurst, Mr. T. Jinbo, Mr. T. Shimatani, Mr. and Mrs. A. Stricker, Mr. and Mrs. D. M. Roberg, Mr. H. Bettel, Mr. F. de Monte, Mr. P. Schrikker, Mrs. Van Buren.

VESSELS EXPECTED.

THE AMERICAN MAIL.

The C. P. R. str. *Monteagle* left Yokohama on Tuesday, the 11th May, p.m., and is due to arrive at Vancouver on Tuesday, the 25th May.

MERCHANT STEAMERS.

The str. *Japan* sailed from Calcutta on the 6th inst., and may be expected here on or about the 20th inst.

INDO-CHINA STEAM NAVIGATION CO., LTD.
Kutang, from Calcutta, is due in Hongkong 15th May.
Kumano, from Moji, is due in Hongkong 15th May.

SHIRE LINE, LIMITED.

Monmouthshire, from London, is due in Hongkong 18th May.
Merionethshire, from London, is due in Hongkong 20th May.

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any vessel, the Harbour has been divided into four sections commencing from Green Island. Vessels anchoring nearest Hongkong are marked "1," nearest Hongkong "2," midway between Hongkong and Kowloon "3," and those vessels berthed at the Kowloon Wharf "4," together with the number denoting the section.

SECTIONS.

1. From Green Island to the Harbour Master's Office. 2. From Harbour Master's Office to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG	REG.	LENGTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & SINGAPORE, via PANAMA, OCEANIC, 20	NELSON	Brit. str.	—	—	J. Gorn, R.N.	P. & O. S. N. Co.	About 18th inst.
LONDON via USUAL PORTS OF CALL	WELLS	Brit. str.	—	—	G. F. Lyndon	P. & O. S. N. Co.	On 17th inst., at Noon.
LONDON	MONMOUTHSHIRE	Brit. str.	—	—	—	JARDINE, MATHESON & Co., Ltd.	On 19th inst.
MARSEILLES via PORTS	NURA	Brit. str.	—	—	—	MESSAGERIES MARITIMES	To-morrow, at 6 p.m.
MARSEILLES, LONDON & LIVERPOOL	KITANO MARU	Jap. str.	—	—	F. E. Cope	NIPPON YUSEN KAISHA	On 20th inst., at Noon.
MARSEILLES, LONDON & LIVERPOOL	CITY OF NEWCASTLE	Brit. str.	—	—	—	THE BANK LINE, LIMITED	On 27th inst.
VICTORIA, B.C., & TACOMA via S'RAI & JAPAN	SEATTLE MARU	Jap. str.	—	—	T. Saito	OSAKA SHOSHA KAISHA	Today, at 3 p.m.
VICTORIA, B.C., & SHATTLE via KANAWA, &c.	AWA MARU	Jap. str.	—	—	T. Hon	NIPPON YUSEN KAISHA	On 18th inst., at 4 p.m.
BOSTON & NEW YORK via SUEZ	TUSCAN PRINCE	Brit. str.	—	—	—	THE BANK LINE, LIMITED	On 18th inst.
NEW YORK via PANAMA CANAL	MIDDLEHAM CASTLE	Brit. str.	—	—	—	DOWELL & Co., Ltd.	About End of May.
SAN FRANCISCO via MANILA & JAPAN, &c.	PERIA	Am. str.	—	—	J. Hill	FACIFIC MAIL S.S. CO.	On 19th inst., at Noon.
SAN FRANCISCO via SHANGHAI & JAPAN, &c.	KORRA	Jap. str.	—	—	A. W. Nelson	FACIFIC MAIL S.S. CO.	On 26th inst., at 1 p.m.
SAN FRANCISCO via SHANGHAI & JAPAN, &c.	CHITO MARU	Jap. str.	—	—	A. G. Stevens	FACIFIC MAIL S.S. CO.	On 8th inst., at Noon.
AUSTRALIAN PORTS via MANILA	NIPPON MARU	Brit. str.	—	—	P. C. Tominaga	OSAKA SHOSHA KAISHA	On 13th inst., at 10.30 a.m.
DELGOA BAY, DURBAN, EAST LONDON, &c.	HITACHI MARU	Jap. str.	—	—	—	NIPPON YUSEN KAISHA	On 17th inst., at 11 a.m.
JAPAN	TITATAP	Jap. str.	—	—	—	THE BANK LINE, LIMITED	On 3rd inst.
NAGASAKI, KOBE & YOKOHAMA	TANGO MARU	Jap. str.	—	—	—	OSAKA SHOSHA KAISHA	Today, at 10 a.m.
KOBE & MOJI	KUTSANG	Brit. str.	—	—	Boysda	JARDINE, MATHESON & Co., Ltd.	On 19th inst., at Noon.
TIENSIN via WEIHAIWEI	CHONGSHING	Brit. str.	—	—	Bradley	JARDINE, MATHESON & Co., Ltd.	To-day, at Noon.
TIENSIN	RUICHOW	Brit. str.	—	—	V. Lindell	BUTTERFIELD & SWIRE	To-day, at Noon.
W. HAIWEI, CHEFOO & TIENSIN	KWILIN	Brit. str.	—	—	Shang	BUTTERFIELD & SWIRE	To-day, at 4 p.m.
NEWCHANG	KANU	Brit. str.	—	—	G. D. Mills	BUTTERFIELD & SWIRE	To-day, at 4 p.m.
SHANGHAI, KOBE & YOKOHAMA	TOSA MARU	Jap. str.	—	—	Tubbs	BUTTERFIELD & SWIRE	To-morrow.
SHANGHAI	KANOWA	Brit. str.	—	—	E. H. Laver	NIPPON YUSEN KAISHA	On 16th inst., at D'light.
SHANGHAI, KOBE & YOKOHAMA	CORDELLER	Brit. str.	—	—	B. Kon	MESSAGERIES MARITIMES	On 18th inst., at 10 a.m.
SHANGHAI, KOBE & YOKOHAMA	KATORI MARU	Jap. str.	—	—	J. Meathall	NIPPON YUSEN KAISHA	On 18th inst., at 4 p.m.
SHANGHAI	LYCHOW	Brit. str.	—	—	Senoor Wilde	BUTTERFIELD & SWIRE	On 20th inst., at D'light.
SHANGHAI	HANGSANG	Brit. str.	—	—	A. L. Valentini	JARDINE, MATHESON & Co., Ltd.	About 20th inst.
SHANGHAI	ORIENTAL	Brit. str.	—	—	H. G. Evans, R.N.	P. & O. S. N. Co.	About 4th inst.
SHANGHAI, MOJI, KOBE & YOKOHAMA	KARMA	Brit. str.	—	—	—	BUTTERFIELD & SWIRE	To-morrow, at Noon.
SHANGHAI & SHANGHAI	WENCHOW	Brit. str.	—	—	K. Marokani	OSAKA SHOSHA KAISHA	On 16th inst., at Noon.
TAMU & KEELUNG via SWATOW & AMOI	ALPIN MARU	Jap. str.	—	—	A. H. Stewart	DOUGLAS LAFRAIT & Co.	On 18th inst., at 1 p.m.
SWATOW, AMOI & FOCHOW	HAITAN	Brit. str.	—	—	J. W. Evans	DOUGLAS LAFRAIT & Co.	On 21st inst., at 1 p.m.
SWATOW, AMOI & FOCHOW	BAIJONG	Brit. str.	—	—	W. O. Passmore	DOUGLAS LAFRAIT & Co.	To-morrow, at 3 p.m.
MANILA	FUJISANG	Brit. str.	—	—	P. Beke	JARDINE, MATHESON & Co., Ltd.	On 18th inst., at 4 p.m.
MANILA, CEBU & LOILO	TAMING	Brit. str.	—	—	S. Tokunaga	BUTTERFIELD & SWIRE	On 22nd inst., at 3 p.m.
MANILA	LOONGSANG	Brit. str.	—	—	W. G. G. Leach	JARDINE, MATHESON & Co., Ltd.	On 23rd inst., at 4 p.m.
MANILA, CEBU & LOILO	TEAN	Brit. str.	—	—	J. Walker	BUTTERFIELD & SWIRE	On 27th inst.
BOMBAY, via SINGAPORE, MALACCA & COLOMBO	KANAWA MARU	Jap. str.	—	—	Higo	NIPPON YUSEN KAISHA	On 30th inst., at 7 a.m.
BOMBAY via S'PORE, PORT SHAM, PANAMA & COLOMBO	SAIGON MARU	Jap. str.	—	—	T. Yamaguchi	OSAKA SHOSHA KAISHA	To-day.
SINGAPORE, PENANG & CALCUTTA	COLOMBO MARU	Jap. str.	—	—	Sakamoto	NIPPON YUSEN KAISHA	To-morrow.
SINGAPORE, PENANG & CALCUTTA	SANGSA	Brit. str.	—	—	Miles, R.N.	DAVID SAMPSON & Co., Ltd.	On 18th inst., at 8 p.m.
SINGAPORE, PENANG & CALCUTTA	KUTSANG	Brit. str.	—	—	F. Wheeler	JARDINE, MATHESON & Co., Ltd.	On 15th inst.
SINGAPORE, PENANG & CALCUTTA	SALANG	Brit. str.	—	—	D. A. Gardiner	THE BANK LINE, LTD.	On 16th inst., at D'light.
SINGAPORE, PENANG & CALCUTTA	TABANG	Brit. str.	—	—	Mathews	JARDINE, MATHESON & Co., Ltd.	To-day, at 11 a.m.
HOIHOW & PAKHOI	SINGAO	Brit. str.	—	—	Trowbridge	BUTTERFIELD & SWIRE	On 18th inst., at Noon.
SANDAKAN	HIMANG	Brit. str.	—	—	A. Kennedy	JARDINE, MATHESON & Co., Ltd.	On 16th inst., at 10 a.m.
HAIPHONG	KHO MARU	Jap. str.	—	—	Imai	OSAKA SHOSHA KAISHA	To-day, at 10 a.m.
HAIPHONG	STURGIANG	Brit. str.	—	—	J. Robertson	BUTTERFIELD & SWIRE	To-day, at 10 a.m.

INDO-CHINA S. NAV. CO., LTD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR STRAITS TO SAIL

* TIENSIN via WEIHAIWEI "CHEONGSHING" Friday, 14th May, Noon.
 * SANDAKAN "HINSANG" Tuesday, 18th May, Noon.
 * MANILA "YUENSANG" Saturday, 15th May, 3 p.m.
 * HOIHOW and HAIPHONG "TAKSANG" Sunday, 16th May, D'light.
 * KOBE and MOJI "KUTSANG" Wednesday, 19th May, Noon.
 * SINGAPORE, PENANG & CALCUTTA "KUTSANG" Wednesday, 19th May, 3 p.m.
 * SHANGHAI "HANGSANG" Thursday, 20th May, D'light.
 * MANILA "LOONGSANG" Saturday, 22nd May, 3 p.m.

The Steamers "KUTSANG," "HANGSANG" and "LOONGSANG" leave about every 3 weeks for Shanghai and Japan returning via Kobe (Inland Sea) and Moji to Hongkong. Time completed 30 days. This service is supplemented by the "YAMASAKI," "KUTSANG," and "HANGSANG" at regular intervals for Yokohama, Kobe and Moji and returning 19 days direct to Hongkong. Time completed 6 days.

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 Hongkong, 14th May, 1915.

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LONDON "MONMOUTHSHIRE" On 19th June

TRANS-PACIFIC SERVICE.

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Hongkong, 25th February, 1915

AGENTS

VESSELS ON THE BERTE

RUSSIAN VOLUNTEER FLEET.

NEXT SAILING FOR NAGASAKI AND VLADIVOSTOK.

THE Steamship "TAMBOV," 4,441 Registered Tons, Commander L. N. Alexiev, will leave Hongkong on or about the 16th day of May 1915.
 This Steamer has very comfortable Passenger accommodation. Electric Lights. Powerful Wireless.

Fares:
 To NAGASAKI 1st Class \$30, 3rd Class \$20.
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 For Freight and Passage, please apply to the Agency at Nos. 13A and 14, Hotel Mansions, Telephone 1234.
 N.B.—Space for Cargo is very limited and early bookings are advised.
 CAPTAIN D. A. LUKHMANOFF.
 Agent.
 Hongkong, 11th May, 1915. [573]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN, PORTS, PLYMOUTH AND LONDON.

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THE Steamship

"NUBIA,"
 Captain A. B. Garwood, R.N., carrying M. S. Majesty's Mails, will be despatched from this port for BOMBAY on THURSDAY, the 20th May, 1915, at Noon, taking Passengers and Cargo for the above Ports, in connection with the Co.'s s.s. "MOOZAN," from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.
 Silk and Valuable and Tea and Cargo for Italy, France and London (under arrangement) will be transhipped at Colombo into the Mail Steamer proceeding via Bombay to Marseilles and London. Other Cargo for London, etc., will be conveyed via Bombay and transhipped to the s.s. "ANABIA," due in London on the 2nd July, 1915.
 Passengers will be received at the Office and a p.m. the day before sailing. The contents and value of all packages are required.
 For further particulars, apply to E. A. LEWETT, Superintendent.
 Hongkong, 6th May, 1915. [1]

REGULAR STEAMSHIP SERVICE.

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For NEW YORK via PANAMA CANAL.

s.s. "MIDDLEHAM CASTLE," about end of May.

For NEW YORK via SUEZ CANAL.

s.s. "SAINT RONALD," Early in July.

For Freight and further information, apply to

DODWELL & Co., Ltd., Agents.
 Hongkong, 6th May, 1915. [336]

AMERICAN AND ORIENTAL LINE.

For BOSTON & NEW YORK via SUEZ.

THE Steamship

"TUSCAN PRINCE,"

5,275 tons, will be despatched as above on THURSDAY, 10th June.

For Freight, etc., apply to

THE BANK LINE, LTD., General Agents.
 Hongkong, 13th May, 1915. [573]

CHILDREN OF FAR CATHAY.

A SOCIAL AND POLITICAL NOVEL ON

ABSORBING INTEREST.

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 SIBERIA THURSDAY, 1st June, at 1 p.m.
 CHINA (via Manila) THURSDAY, 15th June, at Noon.

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